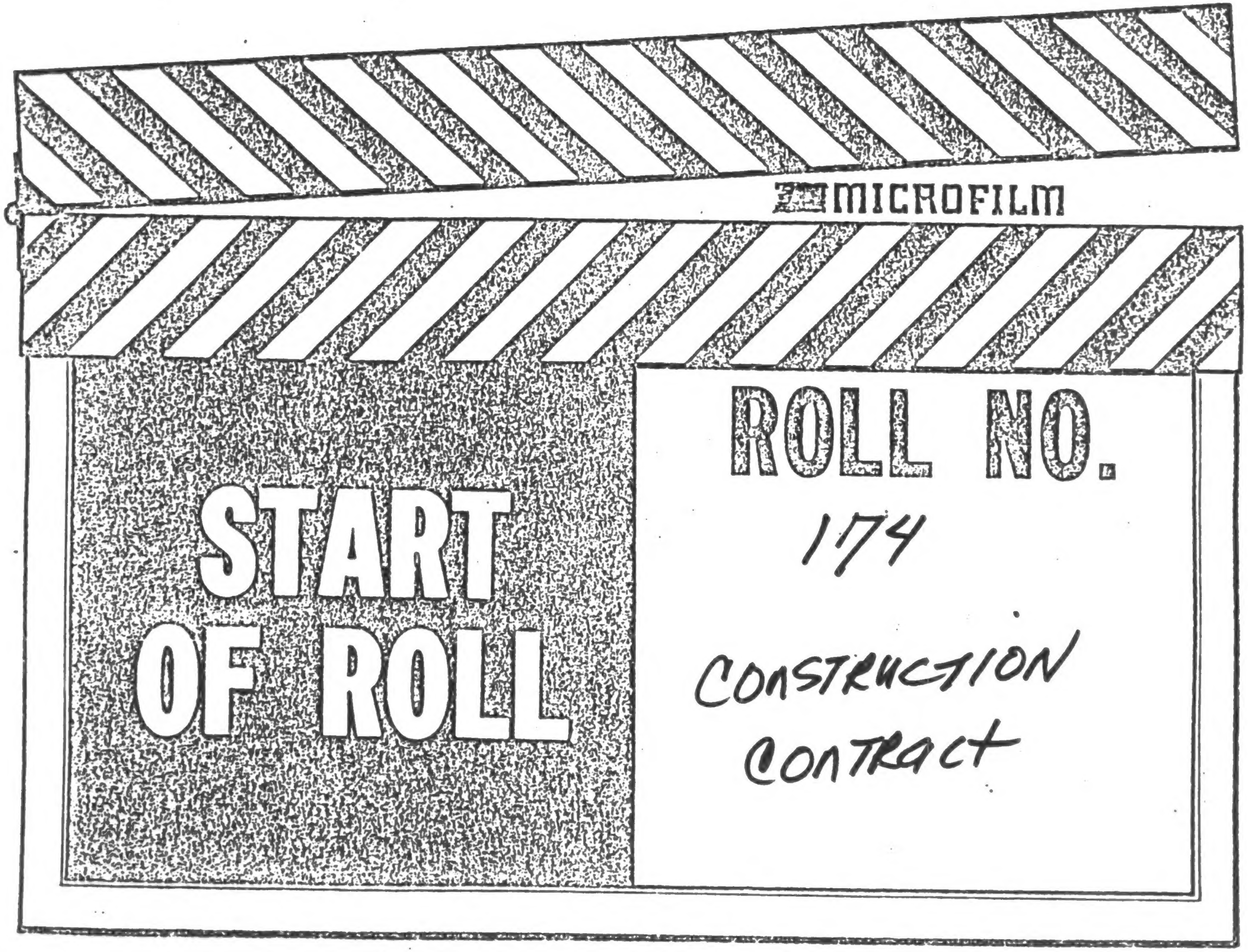


# START OF ROLL

ROLL NO.

174

CONSTRUCTION CONTRACT

8073 Pudding Riv. Br. Sec., 1974
FAS 117 W. of Canby
(0.11 mi. grading & riprap)

K•E LOGARITHMIC 2 X 3 CYCLES KEUFFEL & ESSER CO 46 7320 MADE IN U.S.A.

## MANNING'S ROUGHNESS COEF. vs DISCHARGE at AURORA

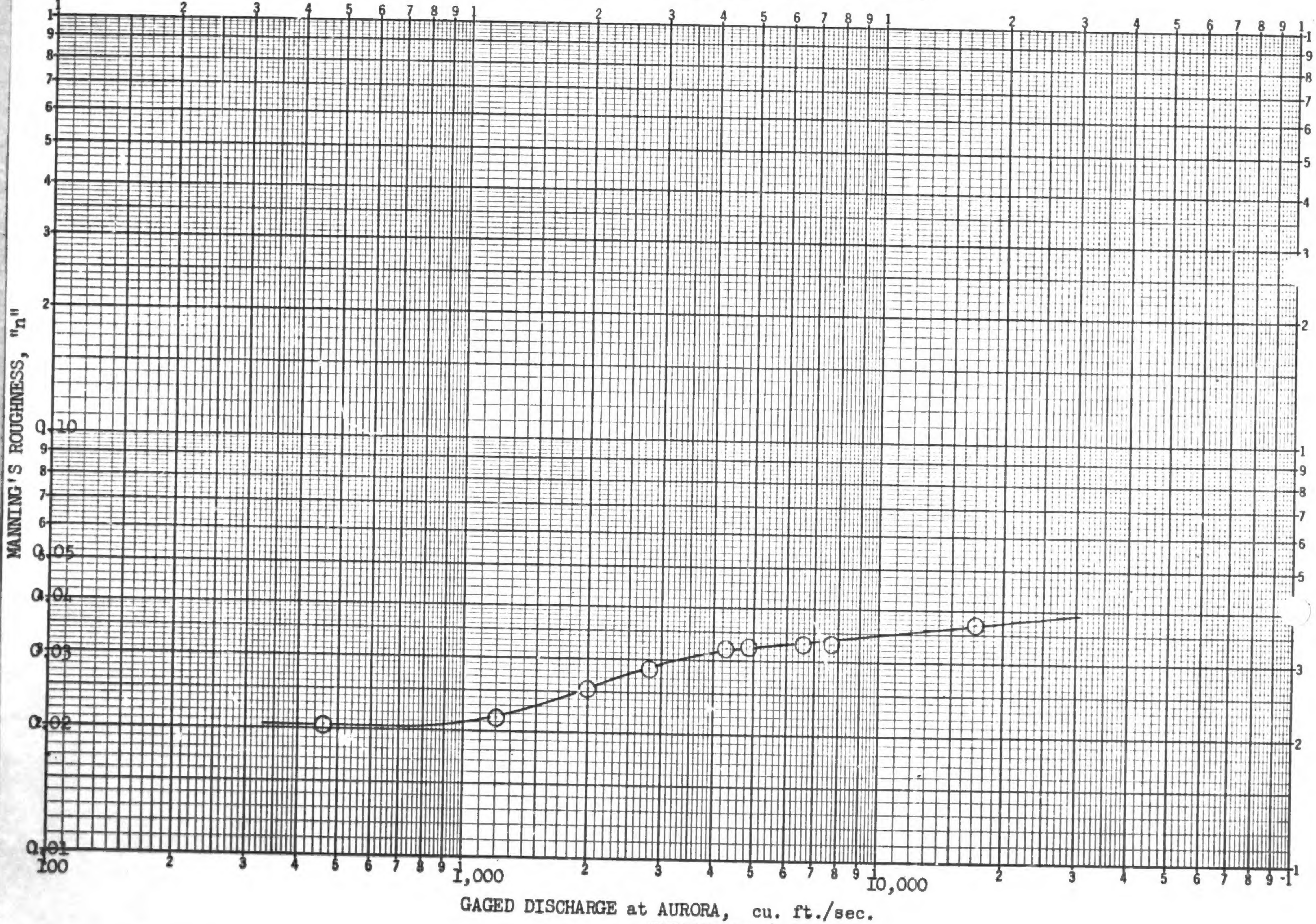


FIGURE III

K+E PROBABILITY SCALE 359-23
X 90 DIVISIONS
KEUFFEL & ESSER CO. MADE IN U.S.A.

## RETURN FREQUENCY vs DISCHARGE
## PUDDING RIVER at AURORA

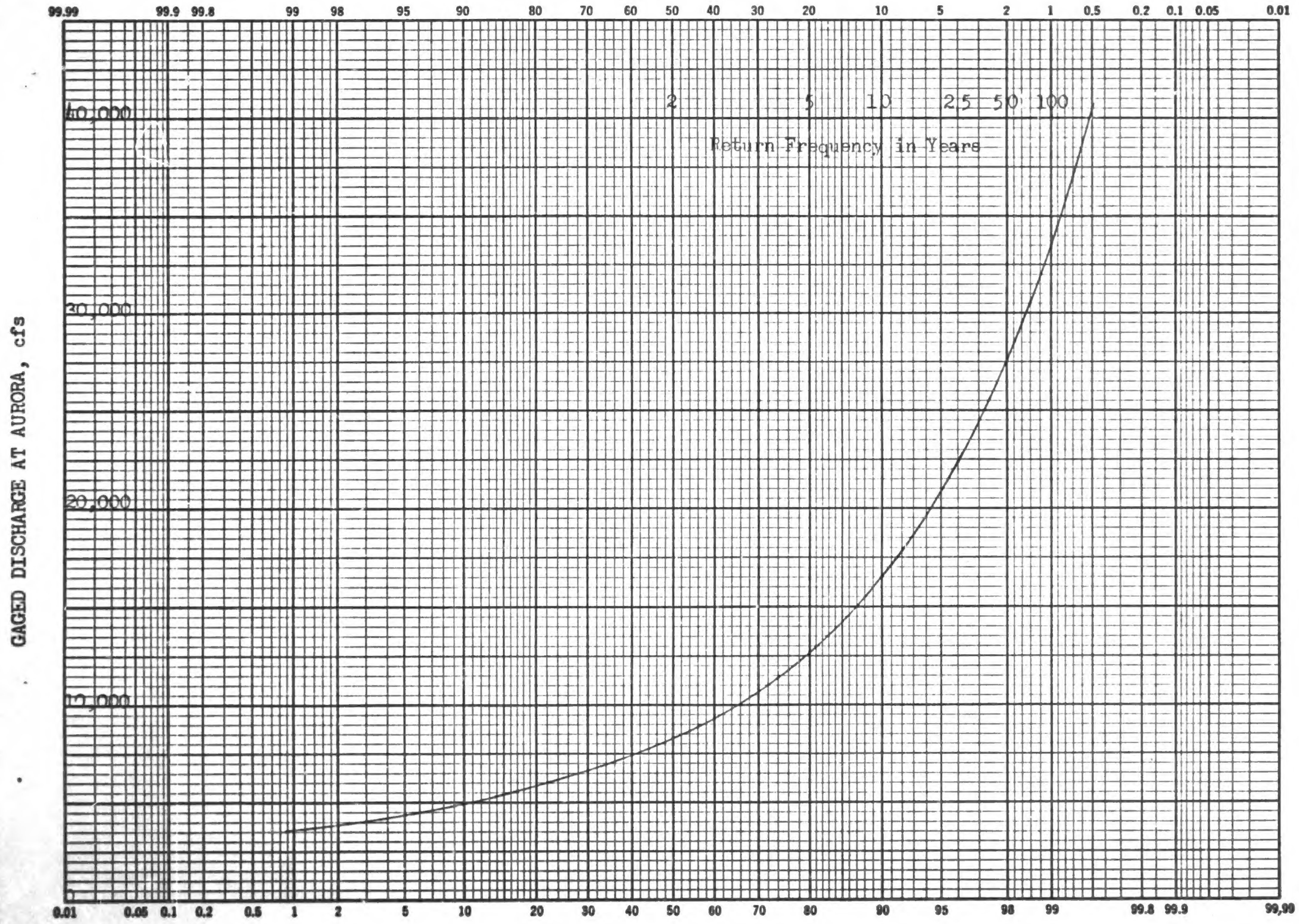


FIGURE IV

K+E PROBABILITY SCALE 359-23
X 90 DIVISIONS
KEUFFEL & ESSER CO. MADE IN U S A

## RETURN FREQUENCY vs DISCHARGE
Total Overflow at Arndt Road

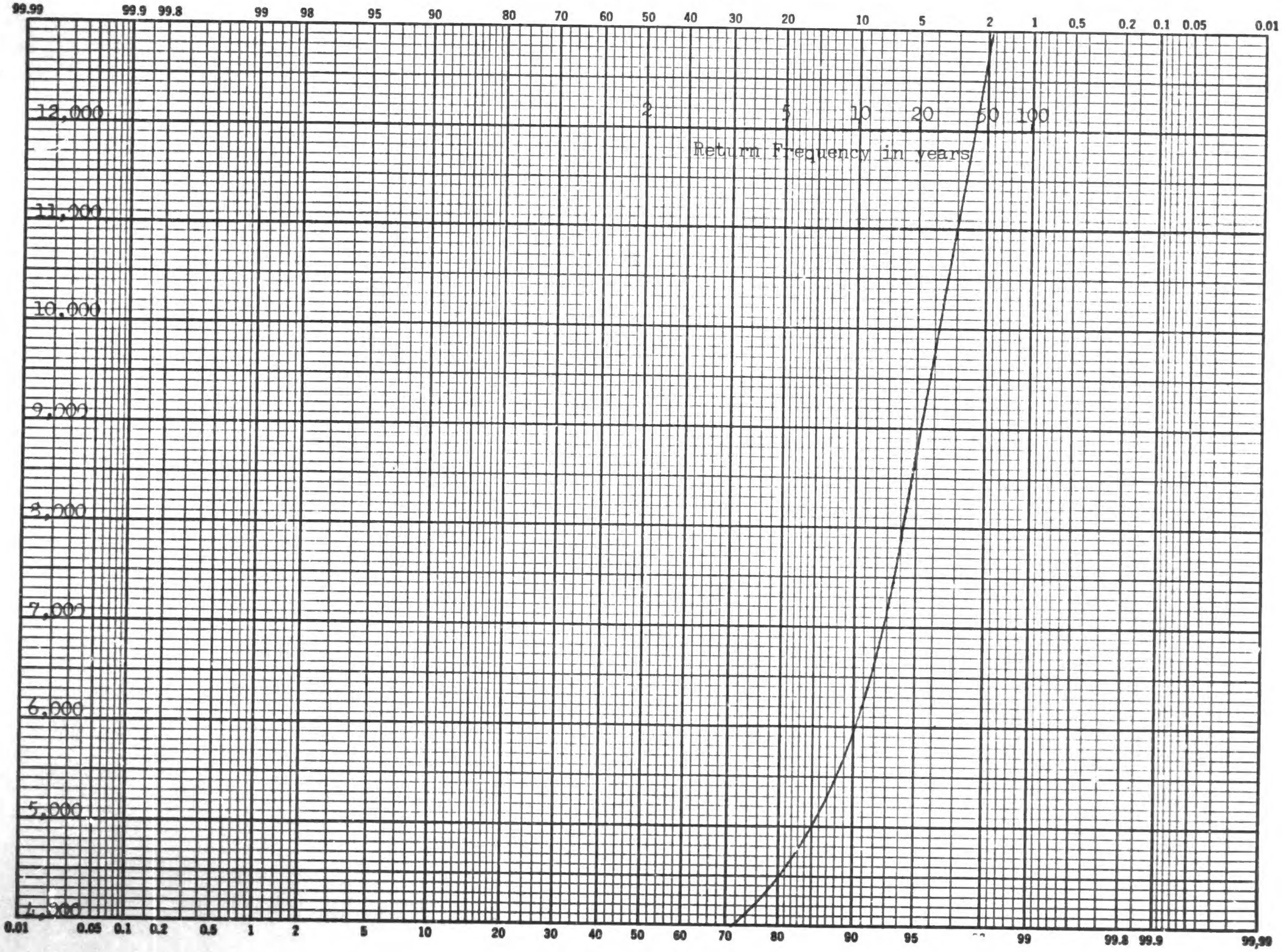


FIGURE V

# TABLE I

## PUDDING RIVER
## at
## ARNDT ROAD

Discharge Estimates by Station

| Station | Jan.23, 1972 | Jan.23, 1970 | (Noon) Jan.21, 1972 | (Peak) Jan.21, 1972 |
|---|---|---|---|---|
| 149+50 | 156 | 250 | 362 | 450 |
| 153+50 | 705 | 960 | 1,360 | 1,720 |
| 157+75 | 26 | 42 | 78 | 101 |
| 159+10 | 68 | 108 | 165 | 215 |
| Pudding River | 8,600 | 9,800 | 10,900 | 12,000 |
| 170+50 | 230 | 353 | 950 | 1,570 |
| 174+00 | | 10 | 174 | 225 |
| 177+00 | | 15 | 350 | 450 |
| Bridge @ 181+00 | ____ | 1,310 | 3,000 | 3,500 |
| Total Flow | 9,785 | 12,848 | 17,339 | 20,231 |
| Gaged Flow at Aurora | 9,700 | 12,850 | 17,100 | 20,500 |
| Difference between est. and gaged | +85 cfs | -2 cfs | +239 cfs | -269 cfs |

## TABLE II

## PUDDING RIVER
## at
## ARNDT ROAD

Discharge Estimates by Station

| Station | 5-year | 10-year | 15-year | 20-year |
|---|---|---|---|---|
| 149+50 | 250 | 345 | 415 | 480 |
| 153+50 | 960 | 1,290 | 1,580 | 1,820 |
| 157+75 | 42 | 71 | 93 | 110 |
| 159+10 | 108 | 156 | 198 | 234 |
| Pudding River | 9,800 | 10,950 | 11,650 | 12,100 |
| 170+50 | 350 | 825 | 1,320 | 1,800 |
| 174+50 | 10 | 160 | 210 | 232 |
| 177+00 | 15 | 320 | 420 | 465 |
| Bridge @ 181+00 | 1,310 | 2,820 | 3,220 | 3,610 |
| Total Flow | 12,845 | 16,937 | 19,106 | 20,851 |
| Gaged Flow at Aurora | 12,856 | 16,646 | 19,200 | 21,000 |
| Difference between est. and gaged | -11 cfs | +291 cfs | -94 cfs | -149 cfs |

# TABLE III

## Existing Facilities

## Required Facilities (20-year Frequency Flood)

Maximum Allowable Backwater=1.0 foot

| Station | Existing Facilities | Required Facilities |
|---|---|---|
| 149+50 | 72" cmp | Two 7'x6' RCBC |
| 153+50 | 12'x8' RCBC | Four 9'x8' RCBC |
| 157+75 | 36" cmp | 7.0'x5.1' ARCH |
| 159+12 | 54" cmp | 6'x6' RCBC |
| 171+00 | 12'x4' RCBC | Seven11'x4'RCBC or 65-foot bridge* |
| 174+00 | 72"x44" ATCMP | 9.5'x4' RCBC |
| 177+00 | (2)72"x44" ATCMP | Two 9.5'x4' RCBC |
| 181+00 | 60-foot bridge | 95-foot bridge (45-foot channel 2:1 s.s) |

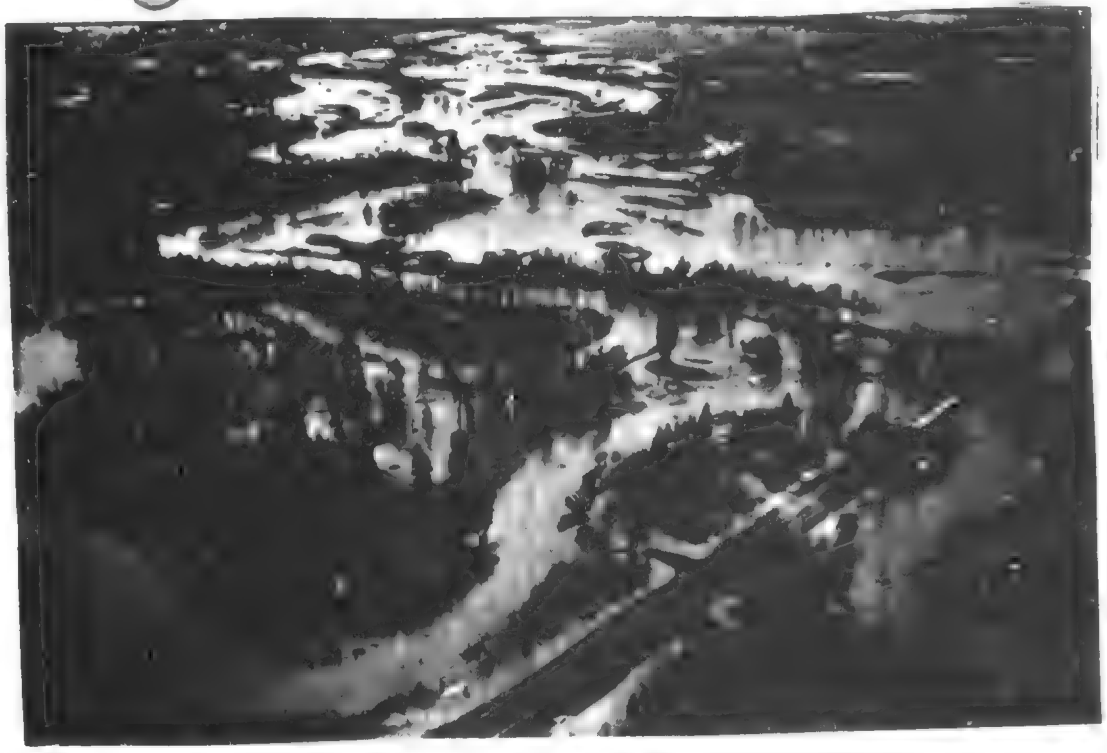
*Bridge abutments and bents are to be parallel to channel - embankment on 2:1 side slopes

PHOTOGRAPH NO. 3 Looking south toward fill and drainage structures installed by Clackamas County-- no water in overflow area.

Date: January 12, 1972
Discharge at Aurora - 4,950 cfs
Estimated Highwater at Pudding River Br. - 86.0 feet
Flood Frequency - 1.11 years

PHOTOGRAPH NO. 4 Looking northeast toward new highway fill. Water backed through all culverts on both sides of river ( no flow through culverts).

Date: January 13, 1972
Discharge at Aurora - 6,600 cfs
Estimated highwater at Pudding River Br. - 87.8 feet
Flood Frequency - 1.41 years



PHOTOGRAPH NO. 5 Looking northeast toward new highway fill. Water backed through all overflow culverts- no apparent flow through larger structures.

Pat's Acres development 80% inundated by flood waters from river.

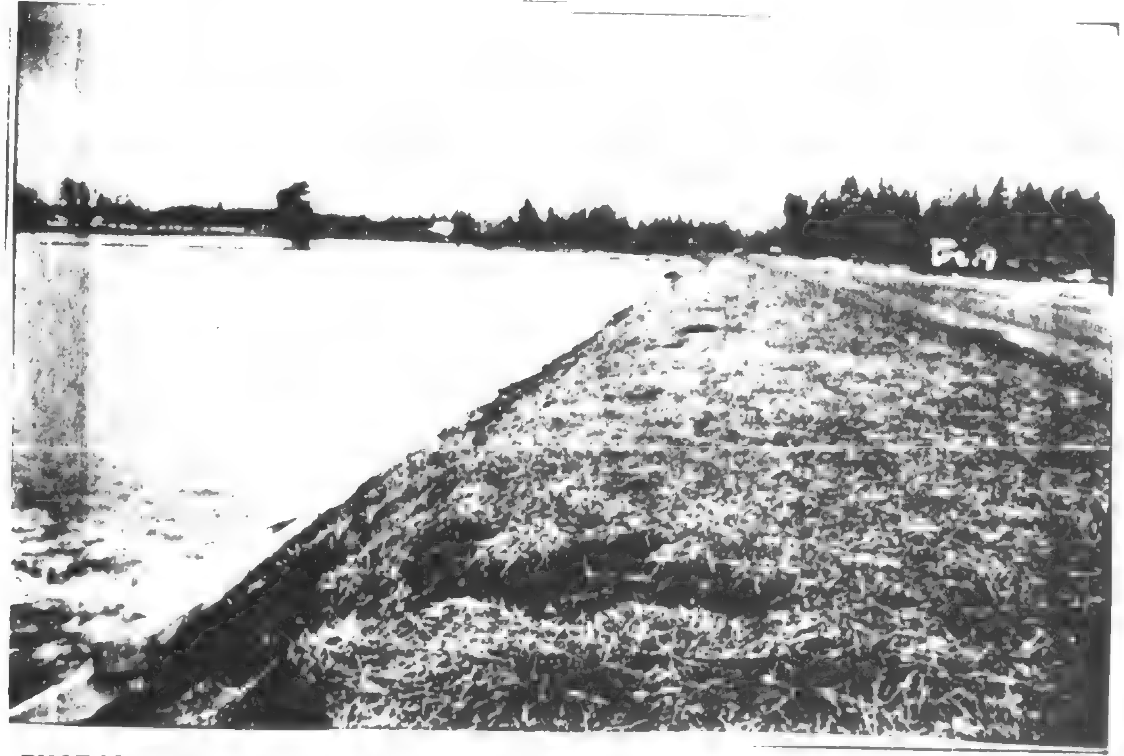
Date: January 24, 1972
Discharge at Aurora - 7,700 cfs
Estimated highwater at Pudding River Br. - 88.7 feet
Flood Frequency - 1.75 years.

Note: This stage was chosen as the stage at which water just begins to flow through drainage structures. (bankfull stage)

PHOTOGRAPH NO. 6. Outlet to 12'x 8' RCBC - Station 153+50

Date: January 23, 1972
Discharge at Aurora - 9,700 cfs
Estimated Highwater at Pudding River Br. - 89.95 feet
Flood Frequency - 2.7 years

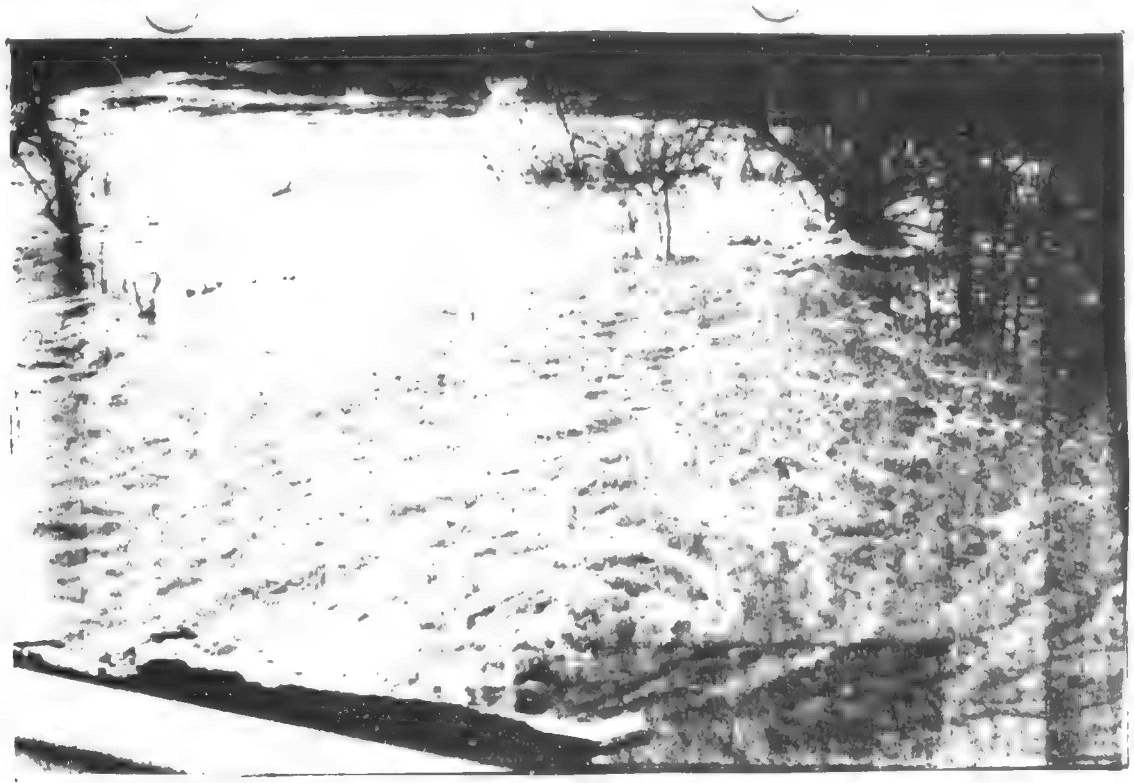
Water passing through culvert from upstream



PHOTOGRAPH NO. 7. Outlet to 12'x 4' RCBC - Station 170+50

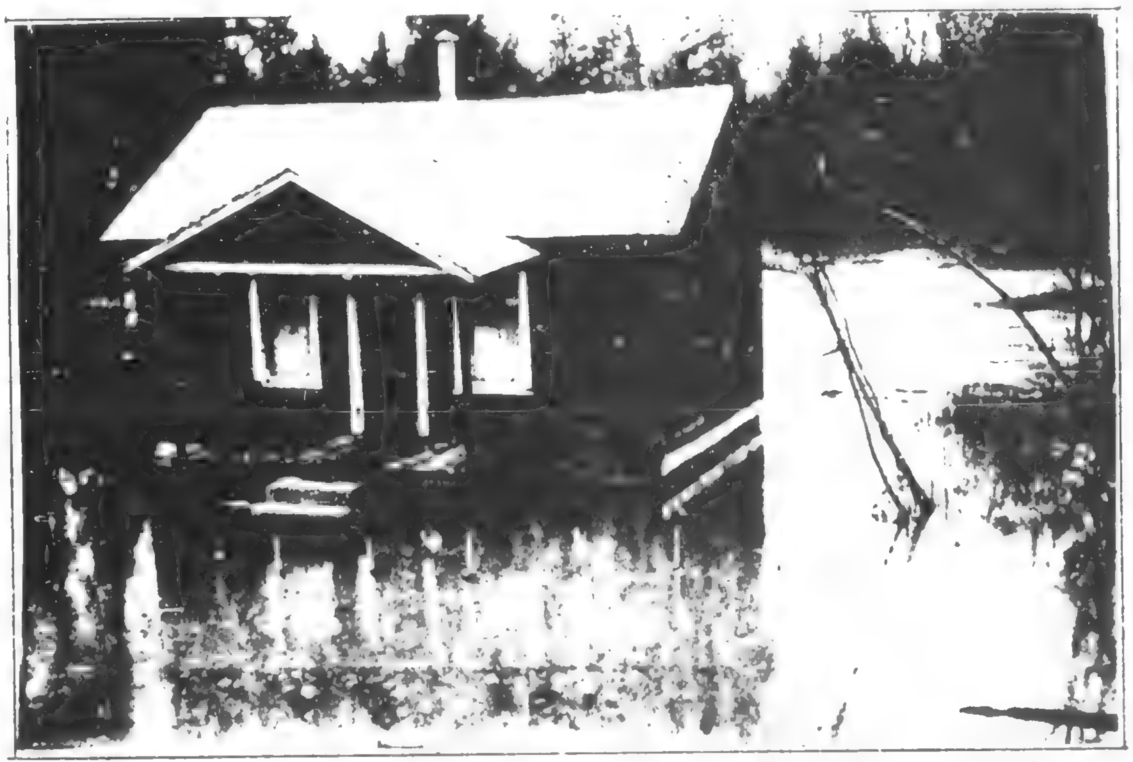
Date: January 23, 1972
Discharge at Aurora 9,700 cfs
Estimated Highwater at Pudding River Br. - 89.95 feet
Flood Frequency - 2.7 years

Water passing through box with no visible signs of flow through other drainage facilities to the east.



PHOTOGRAPH NO. 8. Outlet to 12'x 8' RCBC at Station 153+50

Date: January 21, 1972 (12:00 noon)
Discharge at Aurora - 17,100 cfs
Estimated Highwater El. at Pat's Acres - 91.44 feet
Flood Frequency - 11.1 years



PHOTOGRAPH NO. 9 Summer cabin upstream from river bridge on left bank-- Station 163 + 00

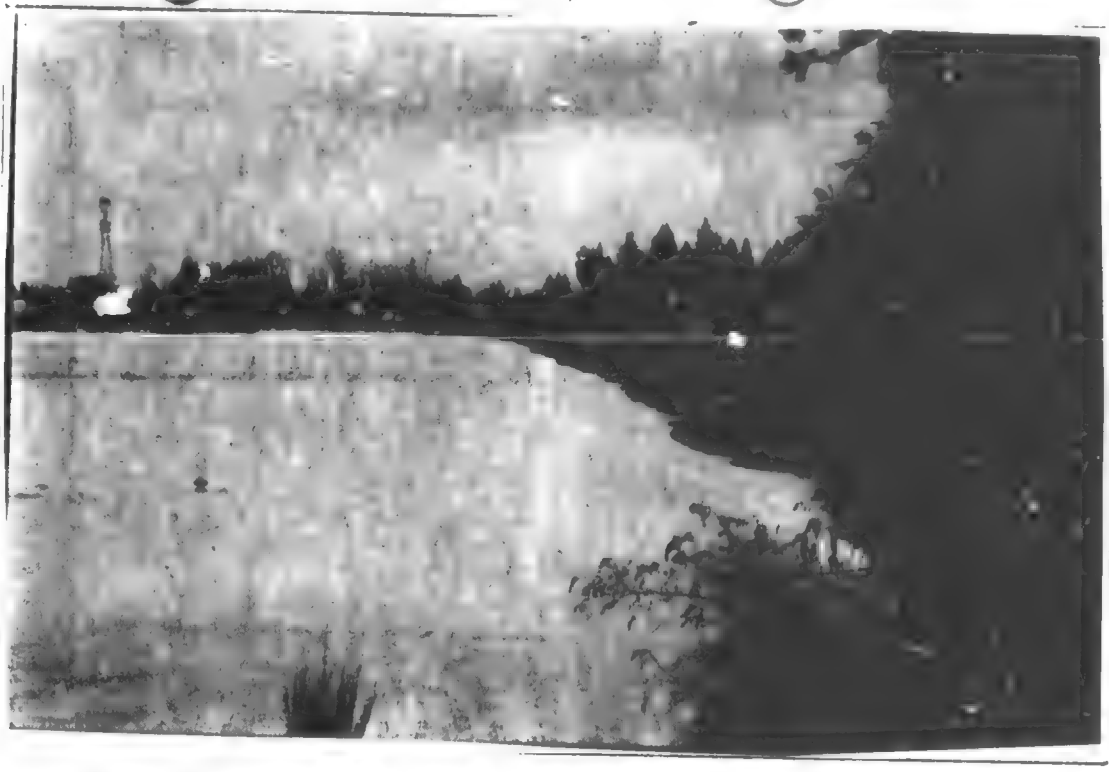
Date: January 21, 1972 (12:00 noon)
Discharge at Aurora - 17,100 cfs
Highwater Elev. at Pudding River Br. 91.44 feet

PHOTOGRAPH NO.10 Cabin upstream from Pudding River bridge on right bank.

Date: January 21, 1972 ( 12:00 noon)
Discharge at Aurora - 17,100 cfs
Highwater elevation at Pudding River Br. - 91.44 feet

PHOTOGRAPH NO. 11 Looking toward race track on Pat's Acres from river bridge. Trees are along river bank.

Date: January 21, 1972 (12:00 noon)
Discharge at Aurora - 17,100 cfs
Estimated Highwater at Pudding River Br. 91.44 feet
Flood Frequency - 11.1 years



PHOTOGRAPH NO. 12 Looking east along Clackamas County's fill on downstream side.

Date: January 21, 1972 (12:00 noon)
Discharge at Aurora - 17,100 cfs
Estimated Highwater at Pudding River Bridge - 91.44 feet
Flood Frequency - 11.1 years

PHOTOGRAPH NO. 13 Outlet to 12'x 4' RCBC - Station 170+50

Date: January 21, 1972 (12:00 noon)
Discharge at Aurora 17,100 cfs
Estimated highwater at Pudding River Br. - 91.44 feet
Flood Frequency - 11.1 years

8074 M.P. 34.5 Slide Sec., 1974
Nehalem Hwy. NE of Jewell
(Grading)

8074

R

May 2, 1975

Fireman's Fund Insurance Co.
Attention: Fidelity & Surety Dept.
921 S.W. Washington Street
Portland, OR 97205

Gentlemen:

On April 29, 1975, we wrote to you concerning release of final payment on Contract No. 8074 for work on the M.P. 34.5 Slide Section of the Nehalem Highway in Clatsop County.

Final payment on this contract is $2,739.77 and the total contract amount is $48,223.44. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

js

cc G. D. Dennis and Sons, Inc.
7355 S.E. Johnson Creek Blvd.
Portland, OR 97206

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

#8074 3-19-7

R

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc:
OSHD (H S Coulter)
Wash DC (HHO-32)

# INITIAL REPORT AND FINAL CONSTRUCTION REPORT

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>1 | COUNTY<br>Clatsop | DIVISION<br>Oregon |
| DATE OF INSPECTION<br>3-19-75 | INSPECTION MADE BY<br>W. N. Bryant, Area Engineer | | PROJECT NO.<br>ER-301(2) |

IN COMPANY WITH

Don Adams, Reg Constr Engr, OSHD

LOCATION

Project located at MP 34.5, approximately 5 miles northeast of Jewell, on the Nehalem Highway, FAS 601.

CONTRACTOR NAME AND ADDRESS

G. D. Dennis & Sons, Inc., Portland, Oregon

| | | | | |
|---|---|---|---|---|
| AWARD DATE<br>10-30-74 | CONTRACT AMOUNT<br>$47,342.50 | TIME ALLOWED<br>125 Cal. Workdays | TIME STARTED<br>11-9-74 | WORK STARTED<br>11-6-74 |
| QUALITY OF WORK<br>Satisfactory | PROGRESS OF WORK<br>Satisfactory | TIME ELAPSED<br>12% | WORK COMPLETED<br>January 9, 1975 | |

REMARKS

COPY SENT
APR 09 1975
Washington

MP 34.5 SLIDE SECTION
FAS 601 (Nehalem Highway)
Grading

This project which provided for the removal of slide material and construction of a rock inlay was completed in apparent reasonably close conformance with approved plans and specifications on January 9, 1975 at a final estimated cost of $48,731.50 or approximately 9 percent below the authorized amount of $51,667.41. A total of 15 calendar workdays were used to complete the work as compared to the 125 calendar workdays specified.

Acceptance of the contract work is recommended.

RECEIVED
APR 10 1975
Office of
Assistant State Highway Engineer

4-10-75
orig to/Feasley

NOTED
H.S.COULTER

8074

Salem (1) Const.

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: M.P. 34.5 Slide

WEEK ENDING: March 8, 1975

SECTION PREFIX: 104 - 1014

HIGHWAY: Nehalem

COUNTY: Clatsop

NAME OF JOB: M.P. 34.5 Slide

KIND OF WORK: Grading

CONTRACTOR: G.D. Dennis and Sons, Inc.

CONTRACT NUMBER: 8074

FEDERAL AID PROJECT NUMBER: ER 301 (2)

DATE OF CONTRACT: October 30, 1974

DATE WORK STARTED: November 6, 1974

COMPLETION DATE: January 9, 1975

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN:

SUPERVISION:

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 125

CALENDAR DAYS USED: 15

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 12

PROJECT AUTHORIZATION: $ 56,611.66

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 51,667.41

ENGINEERING AUTHORIZATION: $ 4,944

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 48,731.50

ENGINEERING COST TO DATE: $ 6,860

DATE PROJECT WAS COMPLETED: January 9, 1975

ESTIMATED PERCENT: UNDERRUN 9.4 %

PERCENT OF AUTHORIZATION 139 %

SEMI-FINAL ESTIMATE BY MARCH 10, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | Rock Inlay | |
|---|---|---|---|---|---|---|---|
| 100 | 100 | 100 | | | | 100 | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | Rock Inlay | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | 0.066 | | | 0.066 | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | 0.066 | | | 0.066 | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | 3,650 cy | | | 4,500 cy | |
| TOTAL QUANTITIES CORRECTED TO DATE | 3,650 cy | | | 5,800 cy | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | 3,650 cy | | | 5,800 cy | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY | | | | |
| MONDAY | | | | |
| TUESDAY | | | | |
| WEDNESDAY | | | | |
| THURSDAY | | | | |
| FRIDAY | | | | |
| SATURDAY | | | | |

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
RECEIVED
MAR 10 1975
CONSTRUCTION SECTION
Scofield
Glenn
Berg

BEN GIFFORD

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY | |
| MONDAY | |
| TUESDAY | |
| WEDNESDAY | PROJECT COMPLETED |
| THURSDAY | |
| FRIDAY | |
| SATURDAY | |

## REMARKS

Semi-final will be submitted Monday, 16th March, 1975.

~~Original signed by W.J. Scofield.~~

W J Scofield

SIGNED W. J. Scofield LOCATION Aloha

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8074

# STATE COPY

Form Approved; O.M.B. No. 04-R2089

*TO BE COMPLETED BY FHWA*

MONTHLY TRANSACTION NO.

(pending PR-37 submission)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## FEDERAL-AID PROJECT AGREEMENT

12-26-74

STATE: Oregon

COUNTY: Clatsop & Columbia

PROJECT NO.: ER-301(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 202 5.3 mi. and 15.9 mi. E. of Jewell
(Nehalem Hwy. MP 34.5 & MP 50.3 Slides)

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | ▨ |
| PRELIMINARY ENGINEERING | 1-14-74 | 0.13 |
| RIGHTS-OF-WAY | 9-17-74 | ▨ |
| CONSTRUCTION Temporary<br>Permanent | 1-14-74<br>10-02-74 | 0.13 |
| OTHER *(Specify)* | | |

FUNDS Pro-rata 100%

ESTIMATED TOTAL COST OF PROJECT: $ 113,146.00

FEDERAL FUNDS: $ 113,146.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By E S Hunter

Asst. State Highway Engineer
*(Title)*

By ______________________

______________________
*(Title)*

By ______________________

______________________
*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
for G. L. Green *(Division Engineer)*

Date executed by Division Engineer: DEC 26 1974

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

# AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division

Federal-aid Project
No. ER-301(2)

# NEHALEM HIGHWAY M.P. 34.5 AND M.P. 50.3 SLIDES
# IN CLATSOP AND COLUMBIA COUNTIES

Salem, Oregon, November 29, 1974

## Project Agreement Estimate

### Type Code P.E.
### Preliminary Engineering

| | | |
|---|---|---|
| Preliminary Engineering | All Required | $ 5,000.00 |
| | Total | $ 5,000.00 |

### Type Code R.O.W.
### Right-of-Way

| | | |
|---|---|---|
| Right-of-Way | All Required | $ 5,000.00 |
| | Total | $ 5,000.00 |

### Type Code 6201
### Temporary Repairs (M.P. 34.5 Slide)

| | | |
|---|---|---|
| Repairs by State Forces | | |
| Labor | | $ 2,189.00 |
| Equipment | | 2,571.00 |
| Material | | 55.00 |
| | Total | $ 4,815.00 |

### Type Code 6201
### Permanent Restoration (M.P. 34.5 Slide Section)

| | | | |
|---|---|---|---|
| Temporary Protection and Direction of Traffic | All Required | | $ 2,000.00 |
| Temporary Signs | 70 sq.ft. | 6.00 | 420.00 |
| Flagmen | 530 hours | 14.00 | 7,420.00 |
| Clearing and Grubbing | All Required | | 7,500.00 |
| General Excavation | 3,650 cu.yd. | 2.25 | 8,212.50 |
| Rock Inlay | 4,500 cu.yd. | 3.60 | 16,200.00 |
| Trench Excavation | 90 cu.yd. | 6.00 | 540.00 |
| Tractor with Dozer | 16 hours | 35.00 | 560.00 |

| | | | |
|---|---|---|---|
| Tractor with Dozer and Ripper | 16 hours | 50.00 | 800.00 |
| 6-inch Drain Pipe | 420 lin.ft. | 4.50 | 1,890.00 |
| Special Filter Material in Drains | 90 cu.yd. | 20.00 | 1,800.00 |
| | | | $ 47,342.50 |

Additional Anticipated Items

| | | |
|---|---|---|
| Temporary Erosion Control (E.W.) | All Required | $ 100.00 |
| Seeding and Mulching (E.W.) | All Required | 2,000.00 |
| | | $ 2,100.00 |
| | Subtotal | $ 49,442.50 |
| | Engineering 20% | 9,888.50 |
| | | $ 59,331.00 |

Type Code 6201
Permanent Restoration (M.P. 50.3)
State (Force Account)

Approved State Force order #20

| | | |
|---|---|---|
| Labor | All Required | $ 8,700.00 |
| Equipment | All Required | 15,300.00 |
| Material | All Required | 15,000.00 |
| | Total | $ 39,000.00 |

## SUMMARY OF FUNDS

| Description | Total Cost | Fed. Funds |
|---|---|---|
| Preliminary Engineering | $ 5,000.00 | $ 5,000.00 |
| Right-of-Way | 5,000.00 | 5,000.00 |
| Temporary Repairs (By State Forces) | 4,815.00 | 4,815.00 |
| Permanent Restoration (M.P. 34.5) Contract | 59,331.00 | 59,331.00 |
| Permanent Restoration (M.P. 50.3) Force Account | 39,000.00 | 39,000.00 |
| Total | $113,146.00 | $113,146.00 |

| | |
|---|---|
| Group 1 | 100% |
| Contract No. | 8074 |
| Prefixes | 104-1014 |
| Prefixes | 104-1410-02 |
| Prefixes | 105-1411-04 |
| Prefixes | 104-4462-344-16 |
| Prefixes | 105-4462-345-20 |
| Prefixes | 104-2508 |
| Prefixes | 105-2504 |

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

11-21-74

#8074 **LETTER OF APPROVAL [illegible]D/OR AUTHORIZATION**

FEDERAL AID PROJECT NO.
[illegible]P 301(2)

STATE PROJECT NO.
NEHALEM HIGHWAY

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
ER-59

COUNTY NAME
COLUMBIA

PROGRAM STAGE *(Check)*
☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER |
|---|---|---|
| NOVEMBER 21, 1974 | NOVEMBER 21, 1974 | SECONDARY ROUTE 601<br>SECONDARY ROUTE 102 |

GENERAL LOCATION:
MILE POST 50.35 TO MILE POST 50.42 SECTION

Orig

GENERAL DESCRIPTION OF WORK:
PLACE RIP RAP AND SHOULDER ROCK.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION - PROCEED ON A XXXXXXXX XXXXXXXXX FORCE ACCOUNT BASIS

REMARKS

AS REQUESTED IN MR. RULIEN'S NOVEMBER 18, 1974 LETTER IT HAS BEEN DETERMINED TO BE IN THE PUBLIC INTEREST TO PERFORM THE WORK BY FORCE ACCOUNT PROCEDURES USING STATE FORCES. YOU ARE AUTHORIZED TO PROCEED WITH THE NECESSARY WORK ESTIMATED TO BE $39,000.00.

PS&E DOCUMENTS AS REPRESENTED BY STATE FORCE ORDER 20 FOR THE SUBJECT WORK HAS BEEN REVIEWED TOGETHER WITH ATTACHMENTS AND IS HEREBY APPROVED. A SIGNED COPY IS RETURNED HEREWITH.

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 11-21-74 |  | DIVISION ENGINEER |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

#8074

November 18, 1974

TO Mr. G. L. Green, Oregon Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Nehalem Highway, M.P. 50.3 Slide
Columbia County
Oregon Project No. ER-301(2)

We are submitting six copies of a force account order covering the permanent restoration of the above-mentioned section for which we are requesting approval and authorization to proceed. Sufficient funds are authorized and retained in the project to cover the cost of this work.

Authorization is requested to use state forces to accomplish the work and to negotiate material purchase, and also to negotiate for the rental of extra heavy equipment the State may not have available.

We are requesting a public interest finding for this authorization on the basis of the following information.

This section was damaged during the 1974 emergency period to the extent that there is a 20-foot near vertical drop at the edge of the pavement. We have not been able to put a formal contract together and we will not be able to until early Spring.

This work needs to be done before the Nehalem River reaches its normal high water flow. The roadway is extremely vulnerable to erosion as it is now and we are fearful that the entire roadway will be washed away without this embankment replacement and riprap protection.

Our Region Geologist has approved the method we plan to follow in the washout repair. The roadway will be replaced in its original location and within its previous embankment limits. Charges to the project will be made on an actual cost basis.

Att.

DAR:ljt

bc: C. T. Keasey
D. H. Moehring
J. H. Versteeg
V. E. Skoog
V. L. Gallagher
D. R. Adams
W. W. Geibel

8074

October 31, 1974

G. D. Dennis & Sons, Inc.
7353 S.E. Johnson Cr. Blvd.
Portland, OR 97206

Gentlemen:

The Oregon Transportation Commission on October 29, 1974, accepted your proposal for work on the M.P. 34.5 Slide Section of the Nehalem Highway in Clatsop County for the sum of $47,342.50. The Commission referred your bid to the Administrator of Highways with authority to award the contract as soon as approval of the Federal Highway Administration is received.

Approval has been received and the Administrator of Highways on October 30, 1974, awarded you the project, which has been assigned Contract No. 8074.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

C. W. Head
COMMISSION SERVICES

js

bc Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle & Portland
C. T. Kassey
Vince Gallagher
Walt Hart
C. O. Fredrickson
Willard Scofield
Wm. Geibel (SAIF)

#8074

~~ROW 18-4~~ J

**OREGON STATE**
**HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

October 30, 1974

Mr. Lyle Cagley
General Telephone Co.
198 N. 19th Avenue
Cornelius, OR 97113

Buried Telephone Cable
M.P. 50.3 Slide Section
Nehalem Highway
Columbia County

Dear Mr. Cagley:

Reference is made to our letter of October 28, 1974, which advised you that your buried telephone cable facilities were in close proximity to the subject project and might have to be protected.

The District Engineer, William Geibel, was listed in error as engineer for the proposed project. The engineer for the project will be Mr. James W. Cochell, 2131 S.W. Scholls Ferry Rd., Portland, OR 97221, Phone 229-5495. Please note also that Mr. Inloes telephone number has been changed to 653-3099.

All of the provisions of our reference, October 28, 1974 letter, remain in full force and effect.

Yours truly,

Jack M. Cartwright
Utility Office Engineer

JMC:jrk

cc: Mr. Phil Barnett
General Telephone Co.

bc: G. L. Green
H. S. Coulter
J. H. Versteeg, (3)
V. E. Skoog
R. P. Hamilton
E. L. Hardt
Wm. Geibel
Ted Inloes
J. W. Cochell

RECEIVED
OCT 31 1974
Office of
Assistant State Highway Engineer

NOTED
H.S.COULTER

8074 10-11-74

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
ER 301(2)

STATE PROJECT NO.
MP 34.5 SLIDE SECTION

COUNTY NAME
CLATSOP

PROGRAM STAGE (Check)
☐ 1. ☒ 2.

PROGRAM NO.

ITEM NO.
ER-59

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENG.
OCT 21 '74
REFER TO
Hunter
FOR

| Info | Invest | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | ✓ | |

NOTED
E. S. HUNTER

| | | | |
|---|---|---|---|
| DATE PS&E APPROVED<br>OCTOBER 2, 1974 | DATE AUTHORIZATION EFFECTIVE<br>OCTOBER 2, 1974 | FEDERAL ROUTE NUMBER<br>SECONDARY ROUTE 601 | STATE ROUTE NUMBER<br>SECONDARY ROUTE 102 |

GENERAL LOCATION:
NEHALEM HIGHWAY

GENERAL DESCRIPTION OF WORK:
REMOVAL OF SLIDE MATERIALS, CONSTRUCTION OF ROCK INLAY AND INCIDENTAL WORK.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify)

| | |
|---|---|
| TEMPORARY EROSION CONTROL | $100.00 |
| SEEDING AND MULCHING | 2,000.00 |

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. RULIEN'S SEPTEMBER 30, 1974 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

10-21-74
ORIGINAL TO
L W Rulien
w/att.

RECEIVED
OCT 21 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE
10-11-74

SIGNATURE OF APPROVING OFFICIAL

TITLE
DIVISION ENGINEER

FORM PR-1240 EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8074 9-30-74

U. S. DEPARTMENT OF TRANSPORTAT[illegible] - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

[illegible]RAL AID PROJECT NO. ER-301(2)

STATE PROJECT NO. NEHALEM HIGHWAY

FROM: G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

COUNTY NAME COLUMBIA

ITEM NO. ER-59

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

NOTED
E. S. HUNTER

| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER |
|---|---|---|
| | | SECONDARY ROUTE 601 |
| | SEPTEMBER 30, 1974 | STATE ROUTE NUMBER<br>SECONDARY ROUTE 102 |

GENERAL LOCATION:

NEHALEM HIGHWAY MP 50.3

GENERAL DESCRIPTION OF WORK:

AS REQUESTED IN MR. RULIEN'S 9-26-74 LETTER WE APPROVE A MINOR PROGRAM CHANGE ADDING RIGHT OF WAY ACQUISITION ALL PHASES AT MP 50.3 TO THE CHARACTOR OF THE PROPOSED WORK. YOU ARE AUTHORIZED TO PROCEED WITH THE ACTUAL ACQUISITION OF FILE #48338 - RUDDIMAN.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (*Specify*) MINOR PROGRAM CHANGE.

FILE #48338 - RUDDIMAN
☒ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

10-3-74
ORIGINAL TO
L. W. Rulien

RECEIVED
OCT 3 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
OCT 2 '74
REFER TO
Hunter
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | ✓ | |

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 9-30-74 | Charles J Matthews For | DIVISION ENGINEER |

FORM [illegible] EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED
(REV. [illegible])

80.74

September 26, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM
L. W. Rulien
Project Management Engineer

SUBJECT Minor Program Change
Project No. ER-301(2)
Nehalem Highway MP 50.3
(File 48338 - Roddiman)

We hereby request your approval of a minor program change on the subject project to include in the "character of proposed work" right-of-way acquisition all phases at MP 50.3. The property to be acquired consists of 0.4 acre and is required for the permanent restoration of the roadway embankment which is to be performed by a regular contract. At the time of programming the subject project it was thought that the area between the highway and the river was owned by the State; however, further investigation into Columbia County records indicates that the property required is in private ownership.

We further request, concurrent with your approval of the minor program change, authorization to proceed with the actual acquisition of the property (file 48338) as outlined in red on the enclosed sketch map.

Enclosed is a copy of Mr. Oakes' memo of September 24, 1974, which sets forth the estimated cost of the property. Since no improvements are within the area to be acquired, no relocation will be involved.

Enc.
CL:dg

bc J. R. Oakes
D. E. Swan

8074 9-17-74

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: ER-301(2)

STATE PROJECT NO.: NEHALEM HIGHWAY MP 34.5

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.:

COUNTY NAME: CLATSOP

ITEM NO.: ER-59

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER<br>STATE ROUTE NUMBER |
|---|---|---|
| | SEPTEMBER 17, 1974 | SECONDARY ROUTE 601<br>SECONDARY ROUTE 102 |

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
YOU ARE AUTHORIZED TO PROCEED WITH THE ACTUAL ACQUISITION OF TWO PARCELS, FILE NUMBERS 48297 AND 48298, AS REQUESTED IN MR. RULIEN'S AUGUST 8, 1974 LETTER.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

FILES 48297 AND 48298
☒ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
FEDERAL PARTICIPATION WILL BE LIMITED TO THAT RIGHT OF WAY ACTUALLY INCORPORATED IN THE FINAL LOCATION.

RECEIVED
STATE HWY ENGR
SEP 20 '74
REFER TO
FOR

NOTED
R. L. SCHROEDER

ORIGINAL TO
~~Rulien~~
Copy - Boyd
9-23-74

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 9-17-74 | Matthews for | DIVISION ENGINEER |

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8-20-74

8074

TRANSACTION NUMBER 8-70

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 8-20-74

BY (Signature): L.W. RULIEN'S JULY 15, 1974 LETTER

TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS 1974 ER

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 59 THRU ______

| ITEM NO. | PROJECT NOS. | LENGTH (Miles) | TOTAL ESTIMATED COST | FEDERAL FUNDS | OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION | WORK |
|---|---|---|---|---|---|---|
| 59 | ER-301(2) | 0.13 | 270,515 | 270,515 | NEHALEM HIGHWAY<br>MP 34.5 AND MP 50.35 TO MP 50.42 CLATSOP AND COLUMBIA COUNTIES STATE OF OREGON | PRELIMINARY ENGINEERING, RIGHT OF WAY, TEMPORARY AND PERMANENT SLIDE REPAIR. |

RECEIVED
STATE HWY ENGR
AUG 22 '74
REFER TO Hunt
FOR
Info Inves R/D D/R Sign Act File

Orig

REMARKS (Division)

I CONCUR THAT THE NEGATIVE DECLARATION FOR EMERGENCY RELIEF PROJECTS RECEIVED MARCH 26, 1974 AND CONCURRED IN BY FHWA – OREGON DIVISION APRIL 2, 1974 APPLIES TO THE SUBJECT PROJECT AS PROGRAMED.

RECOMMENDED

DATE:

SIGNATURE AND TITLE:

APPROVED

DATE: 8-20-74

SIGNATURE AND TITLE: GLGreen
G. L. GREEN, DIVISION ENGINEER

*Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-890

8074

August 8, 1974

**TO** G. L. Green, Division Engineer
Federal Highway Administration

**FROM** L. H. Rulien
Project Management Engineer

**SUBJECT** Project No. ER-301(2)
Nehalem Highway MP 34.5
(Files 48297 and 48298)

We hereby request your authorization to proceed with the actual acquisition of the above-listed properties on the subject project. The properties are required as right of way and are included in the project as programed.

Enclosed is a copy of Mr. Oakes' memo of July 30, 1974, which sets forth the estimated cost of the properties and a sketch map showing the locations of the properties. Since no improvements are within the area to be acquired no relocation will be involved.

CL:jb

cc J. R. Oakes
D. E. Swan
M. Mitchell

8074

8-1-74

Budget Bureau No. 41-R2067; App

U.S. DEP

FORM PR-1
(REV. 4-61)

# FEDERAL-AID PROGRAM DATA

(PPM 21-1)

Revised 8-1-74

July 15, 1974

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

CARD 2 — REPORT NUMBER: 1 — PROJECT LOCATION (45 typewriter spaces): SR 202 5.3 mi. and 15.9 mi. E. of Jewel — ADT — PRESENT: 430 — FUTURE: 730 — YEAR: 94 — REGION: 10 — STATE NAME: Oregon

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces): P.E. ROW Temp & Perm Slide Repair — NATL. FOREST — FH ROUTE NO. — SUPV. AGCY. — FA CLASSIF. — FA AREA — EMERG. YR.: 74-1 — PL. AUTH YR — PROJECT NUMBER — PREFIX LETTER(S): ER- — NUMBER: 301

CARD 4 — CLASS OF FEDERAL FUNDS: Emergency Relief — COUNTY NAME: Clatsop and Columbia — CODE: 007 009

NAME OF URBAN AREA — ROUTE NO.: S — FEDERAL-AID: 601 — STATE: 102 — U.S.

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | CLASS | WORK TYPE | WORK STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5 | | | | | **PE** | | SR 202 5.3 mi. and 15.9 mi. E. of Jewel | 0.13 | 4,700 | 4,700 | | |
| 5 | | | | | **ROW** | | (MP 34.5)<br>(MP 50.35 to 50.42) | | 1,000 | 1,000 | | |
| 5 | | | | | **CONST** (CODE)<br>Temp & Perm<br>Stage 2<br>6201 | | (Nehalem Highway MP 34.5 & MP 50.3 Slides) | 0.13 | 264,815 | 264,815 | | |
| | | | | | | | PROJECT TOTALS | 0.13 | 270,515 | 270,515 | | |

CARD 1 — CODE 1 — PREPARED BY

CARD 1 — CODE 14 — PROGRAM APPROVAL DATES

REMARKS Restoration is necessary be
caused by unusually heavy rainfall
cessive runoff and soil saturation
1974 storms.

-over-

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

Revised 8-1-74
July 15, 1974

# FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| PROJECT LOCATION (43 typewriter spaces)<br>SR 202 5.3 mi. and 15.9 mi. E. of Jewel | ADT | PRESENT<br>430 | FUTURE<br>730 | YEAR<br>94 | REGION<br>10 | STATE NAME<br>Oregon | STATE CODE<br>41 | APPN CODE<br>098 | ITEM NO.<br>59 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| OSED WORK (35 typewriter<br>& Perm Slide Repair | NATL. FOREST | FH ROUTE NO. | [illegible] | DA CLASSIF. | DA AREA | EMERG. YR.<br>74-1 | PL. AUTH YR | PROJECT NUMBER: PREFIX LETTER(S) ER- · NUMBER 301 · SEQ. NO. (2) · I. Projects Only: POST MI. · DESIG. |

UNDS: Emergency Relief

COUNTY NAME: Clatsop and Columbia 007 · CODE 009

ROUTE NO. S · FEDERAL-AID 601 · STATE 102 · U.S.

PROGRAM STAGE ☐ 1 OR ☒ 2

| WORK TYPE | STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|---|---|---|
| PE | | SR 202 5.3 mi. and 15.9 mi. E. of Jewel | 0.13 | 4,700 | 4,700 | | | P.E. (All Phases)<br>Temp. & Perm. flood and slide repair consisting of traffic control, clearing, surfacing, drainage, slide removal, riprap and right of way acquisition. |
| ROW | | (MP 34.5)<br>(MP 50.35 to 50.42) | | 1,000 | 1,000 | | | |
| CONST (Cons)<br>Temp & Perm<br>Stage 2<br>6201 | | (Nehalem Highway MP 34.5 & MP 50.3 Slides) | 0.13 | 264,815 | 264,815 | | | (Temp. repair by state force and outside equipment rental. Perm. restoration by formal contract.) |
| BY | | PROJECT TOTALS | 0.13 | 270,515 | 270,515 | | | |

APPROVAL DATES

REMARKS Restoration s necessary because of damage caused by unusually heavy rainfall resulting in excessive runoff and so l saturation during the January 1974 storms.

-over-

USCOMM-DC 46806-P61

## NEHALEM HIGHWAY MP 34.5 and MP 50.3 SLIDES
## PROJECT NO. ER-301(2)

Remarks Continued:

Existing Facility: The present facility consists of two 9-foot bituminous surfaced travel lanes with 2-foot shoulders.

Project Data:
Mile Point 34.5 - On January 15, 1974 a mud slide covered the highway leaving the east bound shoulder open for traffic. Damage was caused by a supersaturated soil condition from the January 1974 storms. State forces and outside rental equipment removed the slide and handled traffic for the temporary repair with a cost of:

| | | |
|---|---|---|
| Labor | | $2,189 |
| Equipment | | 2,571 |
| Material | | 55 |
| | Total | $4,815 |

A contract will be made to perform the permanent restoration by installing a rock buttress and necessary dewatering of the slide area. This permanent restoration work will be accomplished by standard contract methods. Estimate contract cost to be $200,000

Right-of-way acquisition, all phases, including incidental work. There are no improvements involved; therefore, relocation assistance is not involved. The right-of-way to be acquired consists of approximately 0.71 acre from two owners and is required for the installation of the rock buttress.

Mile Point 50.35 to 50.42 - Flooding of the Nehalem River at this point covered the highway for a distance of 350 feet where the highway makes a sharp curve. The fill and bank protection was washed away leaving a very narrow shoulder and the highway is unprotected against any future flooding. Only cost incurred was signing for a narrow shoulder. The project will be done by formal contract method. Work will consist of clearing, flagging, surfacing, riprap and traffic control at an estimated cost of $60,000.

Requirements of PPM 90-1: A negative declaration
projects, statewide, for temporary and permanent
highways and highway facilities caused by a natur
ic failure, was submitted to and approved by the

A-95 Review: The project is exempt from State Cl
Districts 1 & 2 Clearinghouse reviews under worki
April 7, 1972, June 8, 1971 and October 16, 1970,

System Action: Airports, Railroads, Water Develo
Recreational Areas: None involved.

Public Hearings, Location and Design Approval: N
paragraph 3c of PPM 20-8.

Note: This project is in Congressional District

## NEHALEM HIGHWAY MP 34.5 and MP 50.3 SLIDES
## PROJECT NO. ER-301(2)

inued:

ility: The present facility consists of two 9-foot
urfaced travel lanes with 2-foot shoulders.

:
4.5 - On January 15, 1974 a mud slide covered the high-
the east bound shoulder open for traffic. Damage was
supersaturated soil condition from the January 1974
te forces and outside rental equipment removed the
ndled traffic for the temporary repair with a cost of:

| | | |
|---|---|---|
| Labor | | $2,189 |
| Equipment | | 2,571 |
| Material | | 55 |
| | Total | $4,815 |

ill be made to perform the permanent restoration by
rock buttress and necessary dewatering of the slide
permanent restoration work will be accomplished by
tract methods. Estimate contract cost to be $200,000

acquisition, all phases, including incidental work.
improvements involved; therefore, relocation assistance
ed. The right-of-way to be acquired consists of
y 0.71 acre from two owners and is required for the
of the rock buttress.

0.35 to 50.42 - Flooding of the Nehalem River at this
the highway for a distance of 350 feet where the
s a sharp curve. The fill and bank protection was
leaving a very narrow shoulder and the highway is
against any future flooding. Only cost incurred was
a narrow shoulder. The project will be done by formal
hod. Work will consist of clearing, flagging, surfacing,
raffic control at an estimated cost of $60,000.

Requirements of PPM 90-1: A negative declaration for emergency relief projects, statewide, for temporary and permanent repair of damages to highways and highway facilities caused by a natural disaster or catastrophic failure, was submitted to and approved by the FHWA on April 2, 1974.

A-95 Review: The project is exempt from State Clearinghouse and Districts 1 & 2 Clearinghouse reviews under working agreements dated April 7, 1972, June 8, 1971 and October 16, 1970, respectively.

System Action: Airports, Railroads, Water Developments, Historical a. Recreational Areas: None involved.

Public Hearings, Location and Design Approval: Not required under paragraph 3c of PPM 20-8.

Note: This project is in Congressional District No. 1.

8074

July 15, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
1974 Emergency Relief

We are submitting program data for Item 59, Project Number ER-301(2) for the Nehalem Highway MP 34.5 and MP 50.35 to 50.42 section which we desire to include in the Federal-aid Emergency Relief Program occasioned by the January 1974 storms.

PS & E documents will be submitted during the month of August with a PS & E request for authorization for the contract work in September 1974.

The title sheet plan will be submitted with the project agreement.

DAR:dc
Attach.

Budget Bureau No. 41-

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO D.O.

FORM PR-1
(REV. 4-61)

July 15, 1974

# FEDERAL-AID PROGRAM DATA
(PPM 21-1)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER<br>1 | PROJECT LOCATION (45 typewriter spaces)<br>SR 202 5.3 mi. and 15.9 mi. E. of Jewel | ADT | PRESENT<br>430 | FUTURE<br>730 | YEAR<br>94 | REGION<br>10 | STATE NAME<br>Oregon |
| CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces)<br>P.E. Temp & Perm Silde Repair | NAT'L. FOREST | | | EMERG. YR.<br>74-1 | PL. AUTH YR. | PROJECT NUMBER<br>PREFIX LETTER(S)<br>ER--- | NUMBER<br>301 |
| CARD 4 | CLASS OF FEDERAL FUNDS<br>Emergency Relief | | | | COUNTY NAME<br>Clatsop and Columbia | | | 007 |
| | NAME OF URBAN AREA | | | | ROUTE NO. S | FEDERAL-AID<br>601 | STATE<br>102 | |

| CARD | LINE NO. | CHANGE CODE | PROJECT CODE | CLASS | WORK TYPE | STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5 | | | | | PE | | SR 202 5.3 mi. and 15.9 mi. E. of Jewel | 0.13 | 4,700 | 4,700 | | |
| 5 | | | | | ROW | | (MP 34.5)<br>(MP 50.35 to 50.42) | | | | | |
| 5 | | | | | CONST (CODE)<br>Temp & Perm stage-2 6201 | | (Nehalem Highway MP 34.5 & MP 50.3 Slides) | 0.13 | 264,815 | 264,815 | | |
| | | | | | | | PROJECT TOTALS | 0.13 | 269,515 | 269,515 | | |

CARD 1 CODE 1 PREPARED BY

PROGRAM APPROVAL DATES

REMARKS

Restoration is nece
caused by unusually heavy ra
cessive runoff and soil satu
1974 storms.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

July 15, 1974

# FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| PROJECT LOCATION (48 typewriter spaces)<br>SR 202 5.3 mi. and 15.9 mi. E. of Jewel | ADT | PRESENT<br>430 | FUTURE<br>730 | YEAR<br>94 | REGION<br>10 | STATE NAME<br>Oregon | STATE CODE<br>41 | APPN CODE<br>098 | ITEM NO.<br>59 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| ... (25 typewriter spaces)<br>...rm Slide Repair | NATL. FOREST | [redacted] | EMERG. YR.<br>74-1 | PL. AUTH YR | PROJECT NUMBER PREFIX LETTER(S)<br>ER--- | NUMBER<br>301 | SEQ. NO.<br>(2) | I. Projects Only POST MI. DESIG. |

| | | | |
|---|---|---|---|
| Emergency Relief | COUNTY NAME<br>Clatsop and Columbia 007 | CODE<br>009 | PROGRAM STAGE |
| | ROUTE NO. S FEDERAL-AID 601 | STATE 102 U.S. | ☐ 1 OR ☒ 2 |

ESTIMATED PROJECT COST BY PHASES

| WORK TYPE | STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|---|---|---|
| PE | | SR 202 5.3 mi. and 15.9 mi. E. of Jewel | 0.13 | 4,700 | 4,700 | | | P.E. (All Phases) Temp & Perm flood and slide repair consisting of traffic control, clearing, surfacing, drainage, slide removal, and riprap. |
| ROW | | (MP 34.5)<br>(MP 50.35 to 50.42) | | | | | | |
| CONST (6000)<br>Temp & Perm stage<br>2 6201 | | (Nehalem Highway MP 34.5 & MP 50.3 Slides) | 0.13 | 264,815 | 264,815 | | | (Temp. repair by state force and outside equipment rental. Perm. restoration by formal contract.) |
| | | PROJECT TOTALS | 0.13 | 269,515 | 269,515 | | | |

APPROVAL DATES

REMARKS

Restoration is necessary because of damage caused by unusually heavy rainfall resulting in excessive runoff and soil saturation during the January 1974 storms.

USCOMM BUSCOMM-DC 46000-P61

Nehalem Highway MP 34.5 and MP 50.3 Slides
Project No. ER-301(2)

Remarks Continued:

Existing Facility: The present facility consists of two 9 foot bituminous surfaced travel lanes with 2 foot shoulders.

Project Data:
Mile Point 34.5. On January 15, 1974 a mud slide covered the highway leaving the east bound shoulder open for traffic. Damage was caused by a super saturated soil condition from the January 1974 storms. State forces and outside rental equipment removed the slide and handled traffic for the temporary repair with a cost of:

| | |
|---|---|
| Labor | $2,189 |
| Equipment | 2,571 |
| Material | 55 |
| Total | $4,815 |

A contract will be made to preforme the permanent restoration by installing a rock buttress and necessary dewatering of the slide area. This permanent restoration work will be accomplished by standard contract methods. Estimate contract cost to be $200,000.

Mile Point 50.35 to 50.42. Flooding of the Nehalem river at this point covered the highway for a distance of 350 feet where the highway makes a sharp curve. The fill and bank protection was washed away leaving a very narrow shoulder and the highway is unprotected against any future flooding. Only cost incurved was signing for a narrow shoulder. The project will be done by formal contract method. Work will consist of clearing, flagging, surfacing, riprap and traffic control at an estimated cost of $60,000.

Requirements of PPM 90-1: A negative declaration for emergency relief projects, statewide, for temporary and permanent repair of damages to highways and highway facilities caused by a natural

disaster or catastrophic failure
proved by the FHWA on April 2, 1

A-95 Review: The project is exe
and Districts 1 & 2 Clearinghous
ments dated April 7, 1972, June
respectively.

System Action: Airports, Railro
torical and Recreational Areas:

Public Hearings, Location and De
under paragraph 3c of PPM 20-8.

Note: This project is in Congres

## Nehalem Highway MP 34.5 and MP 50.3 Slides
## Project No. ER-301(2)

The present facility consists of two 9 foot
travel lanes with 2 foot shoulders.

n January 15, 1974 a mud slide covered the
east bound shoulder open for traffic. Damage
er saturated soil condition from the January
forces and outside rental equipment re-
handled traffic for the temporary repair

$2,189
2,571
55
$4,815

made to preforme the permanent restoration by
ttress and necessary dewatering of the slide
restoration work will be accomplished by
thods. Estimate contract cost to be $200,000.

50.42. Flooding of the Nehalem river at this
ghway for a distance of 350 feet where the
p curve. The fill and bank protection was
a very narrow shoulder and the highway is
any future flooding. Only cost incurved
rrow shoulder. The project will be done
ethod. Work will consist of clearing,
riprap and traffic control at an estimated

90-1: A negative declaration for emergency
tewide, for temporary and permanent repair
ys and highway facilities caused by a natural
disaster or catastrophic failure, was submitted to and approved by the FHWA on April 2, 1974.

A-95 Review: The project is exempt from State Clearinghouse and Districts 1 & 2 Clearinghouse reviews under working agreements dated April 7, 1972, June 8, 1971 and October 16, 1970, respectively.

System Action: Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Public Hearings, Location and Design approval: Not required under paragraph 3c of PPM 20-8.

Note: This project is in Congressional District No. 1.

8075 Shore Acres State Park 1974
SW of Charleston
(Observation Building)

8075

B

August 8, 1975

United Pacific Insurance Co.
Fidelity & Surety Dept.
PO Box 1316
Tacoma, WA 98401

Gentlemen:

On August 4, 1975, we wrote to you concerning release of final payment on Contract No. 8075 awarded to Ed R. Burroughs Construction Co. for work in Shore Acres State Park in Coos County.

Final payment on this contract is $1,784.30 and the total contract amount is $28,270.68. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

rw

cc: Ed R. Burroughs Construction Co.
878 Michigan Ave.
Coos Bay, OR 97420

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Haeck
A. Shirley

8075 R

FORM 81-734-3001
OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: SHORE ACRES STATE PARK OBSERVATION BUILDING
WEEK ENDING: July 5, 1975
SECTION PREFIX: 6-3335
HIGHWAY:
COUNTY: Coos
NAME OF JOB: SHORE ACRES STATE PARK
KIND OF WORK: Observation Building
CONTRACTOR: Ed R. Burroughs Construction Co
CONTRACT NUMBER: 8075
FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: October 29, 1974
DATE WORK STARTED: November 13, 1974
ESTIMATED COMPLETION DATE: May 31, 1975
AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: 0 SUPERVISION: 0
SPECIFIED WORK DAYS
WORK DAYS USED
SPECIFIED CALENDAR DAYS
CALENDAR DAYS USED
SPECIFIED COMPLETION DATE: May 31, 1975
PERCENT OF TIME ELAPSED: 100
PROJECT AUTHORIZATION: $31,714.21
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $28,944.41
ENGINEERING AUTHORIZATION: $2,769.00
This week: 0.00
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $28,557.18
ENGINEERING COST TO DATE: $3,349.23
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: UNDERRUN 1.3 %
PERCENT OF AUTHORIZATION: 121 %
DATE PROJECT WAS COMPLETED: May 27, 1975

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK: None

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|---|
| SUNDAY | 29 | Overcast | 0 | | |
| MONDAY | 30 | Overcast-Showers | 0 | | |
| TUESDAY | 1 | " " | 0 | | |
| WEDNESDAY | 2 | Overcast | 0 | | |
| THURSDAY | 3 | Clear | 0 | | |
| FRIDAY | 4 | | 0 | | |
| SATURDAY | 5 | | 0 | | |

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

RECEIVED
JUL 7 1975
CONSTRUCTION
SECTION

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | | |
|---|---|---|
| SUNDAY | 29 | No work all week, project is completed |
| MONDAY | 30 | |
| TUESDAY | 1 | |
| WEDNESDAY | 2 | |
| THURSDAY | 3 | |
| FRIDAY | 4 | |
| SATURDAY | 5 | |

## REMARKS

Semi-final mailed to Region on July 3rd. No further reports.

Agency inspection letter still due before third notification will be sent.

SIGNED ______________ LOCATION Coquille, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8075

October 30, 1974

Ed R. Burroughs
878 Michigan Avenue
Coos Bay, OR 97420

Dear Sir:

The Oregon Transportation Commission on October 29, 1974, awarded to you State Highway Contract No. 8075 in the amount of $27,398 on the Shore Acres State Park near the Cape Arago Highway in Coos County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

C. W. Mead
COMMISSION SERVICES

js

bc C. T. Keasey
Walt Hart
Vince Gallagher
A. Shirley
Eugene Ash
David Talbot

8076 Goat Ranch Sec., Powers 1974
Hwy. N of Powers
(Grading and paving)

8076

18

September 18, 1975

St. Paul Fire & Marine Insurance Co.
Portland Office
700 NE Multnomah
Portland, OR 97232

Gentlemen:

Contract No. 8076 awarded to Durbin Construction Co. for work on the Goat Ranch (M.P. 14.5-14.9) Section of the Powers Highway in Coos County was completed on July 1, 1975, and accepted by the Administrator and State Highway Engineer on September 15, 1975.

Final payment in the amount of $8,784.51 will be released to the contractor after September 23, 1975. The total contract amount is $178,094.74 including $1,077.70 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

rw

cc: Durbin Construction Co.
Rt. 1, Box 244
Eugene, OR 97402

bc: C. T. Kassey
Walt Hart
V. E. Skoog Attn: Dick Hacek
A. Shirley

8076

STATE COPY

B

| | | |
|---|---|---|
| *TO BE COMPLETED BY FHWA* | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | TE<br>Oregon |
| MONTHLY TRANSACTION NUMBER<br>0-9-5 | | COUNTY<br>Coos |
| PROJECT REPORT NUMBER | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | PROJECT NUMBER<br>ER-295(1) |
| MODIFICATION NUMBER<br>1 | 9-11-75 | |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on December 16, 19 74, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 213,854.07 | $ 222,158.07 |
| Federal funds | $ 213,854.07 | $ 222,158.07 |
| Other revisions | | |

This modification is made for the following reasons:

**Additional approved permanent repair work and increase in right-of-way and acquisition expense.**

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 11th day of September, 19 75.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By E S Hunter

Assistant State Highway Engineer
*(Title)*

By
*(Title)*

By
*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Engineer)*
G. L. Green

Form PR-2A
(Rev. 9-74)

Existing stocks of Form PR-2A (Rev. 5-71) will be used.

Gen files

Oregon State Highway Division
Salem, Oregon, September 9, 1975

Federal-aid Project
No. ER-295(1)

S. Fk. COQUILLE RIVER SECTION
POWERS HIGHWAY IN COOS COUNTY

Revised Project Agreement Estimate.

Type Code P.E.

| | | | |
|---|---|---|---|
| Preliminary Engineering | All Required | | $ 7,250.00 |
| | Total | | $ 7,250.00 |

Type Code 6201
Temporary and Permanent Repair (MP 16.9)

| | | | |
|---|---|---|---|
| Labor | All Required | | $ 441.32 |
| Equipment | All Required | | 1,953.00 |
| Material | All Required | | 957.25 |
| | Total | | $ 3,351.57 |

Type Code 6201
Temporary Repair (MP 14.5 - 14.9)

| | | | |
|---|---|---|---|
| Labor | All Required | | $ 30.00 |
| Equipment | All Required | | 26.50 |
| | Total | | $ 56.50 |

Type Code 6201
Goat Ranch Section
Permanent Repair (Sta. 148+50 to Sta. 167+00)(MP 14.5 - 14.9)

| | | | |
|---|---|---|---|
| Mobilization | All Required | | $ 6,300.00 |
| Temporary Protection and Direction of Traffic | All Required | | 3,000.00 |
| Temporary Signs | 188 sq.ft. | 9.00 | 1,692.00 |
| Flagman | 400 hours | 12.00 | 4,800.00 |
| Clearing and Grubbing | All Required | | 5,000.00 |
| Removal of Structures and Obstructions | All Required | | 850.00 |
| General Excavation | 35,500 cu.yds. | 1.28 | 45,440.00 |
| Trench Excavation | 126 cu.yds. | 8.00 | 1,008.00 |

| | | | |
|---|---|---|---|
| Finishing Roadbed and Slopes | All Required | | $ 5,000.00 |
| Watering | 90 M-gals. | 8.00 | 720.00 |
| 1-1/2" - 0 Aggregate Base | 3,400 cu.yds. | 12.53 | 42,602.00 |
| Class "C" Asphalt Concrete Mixture | 1,500 tons | 21.69 | 32,535.00 |
| Asphalt Cement in Mixture | 100 tons | 90.00 | 9,000.00 |
| 12-inch Culvert Pipe | 40 lin.ft. | 7.00 | 280.00 |
| 18-inch Culvert Pipe | 130 lin.ft. | 11.50 | 1,494.00 |
| 36-inch Culvert Pipe | 64 lin.ft. | 25.00 | 1,600.00 |
| Type 2 Fence | 900 lin.ft. | 3.00 | 2,700.00 |
| Extra for Asphalt Approaches | 1 only | 75.00 | 75.00 |
| Roadside Seeding and Mulching | 4 acres | 600.00 | 2,400.00 |
| | | | $166,497.00 |

Anticipated Additional Items

| | | | |
|---|---|---|---|
| Temporary Erosion Control | All Required | | $ 2,000.00 |
| PA No. 1 - Slide Removal | 2,143 cu.yds. | 1.76 | 3,771.68 |
| EWO 1 - Repair Grouted Wall | All Required | | 296.10 |
| EWO 2 - Install 6" Coated Drain Pipe | All Required | | 781.60 |
| SFO 1 - Work by Coos-Curry Electric | All Required | | 459.48 |
| | | | $ 7,308.86 |
| | Subtotal | | $173,805.86 |
| | Engr. & Cont. | | 33,194.14 |
| | Total | | $207,000.00 |

Length of Project - - - 0.351 Mile

Type Code ROW

Right-of-Way

| | | |
|---|---|---|
| Right-of-Way | All Required | $ 1,500.00 |
| | Subtotal | $ 1,500.00 |
| | Acquisition Expense | 3,000.00 |
| | Total | $ 4,500.00 |

## SUMMARY OF FUNDS

| Description | Total Cost | Fed. Funds |
|---|---|---|
| Preliminary Engineering | $ 7,250.00 | $ 7,250.00 |
| Temporary & Permanent Repair (MP 16.9) | 3,351.57 | 3,351.57 |
| Temporary Repair (MP 14.5 - 14.9) | 56.50 | 56.50 |
| Permanent Repair (Contract) | 207,000.00 | 207,000.00 |
| Right-of-way | 4,500.00 | 4,500.00 |
| Totals | $222,158.07 | $222,158.07 |

Group 1 - 100%

Contract No. 8076

Prefixes: 106-1025
106-1491-01 P.E.
106-4465-344-01
106-2510

8076

B

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Goat Ranch
M.P. 14.5 - 14.9

WEEK ENDING: July 26, 1975

SECTION PREFIX: 106-1025-900

HIGHWAY: Powers

COUNTY: Coos

NAME OF JOB: Goat Ranch

KIND OF WORK: Grading & Paving

CONTRACTOR: Durbin Construction Co.

CONTRACT NUMBER: 8076

FEDERAL AID PROJECT NUMBER: ER-295(1)

DATE OF CONTRACT: October 30, 1974

DATE WORK STARTED: November 12, 1974

ESTIMATED COMPLETION DATE: July 1, 1975

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 150

CALENDAR DAYS USED: 140

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 93

PROJECT AUTHORIZATION: $192,152.10

EXCLUSIVE OF ENGINEERING: $176,915.37

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ENGINEERING AUTHORIZATION: $15,236.73

This Week 1,068.17

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $178,873.72

ENGINEERING COST TO DATE: $23,190.03

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

DATE PROJECT WAS COMPLETED: July 1, 1975

ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 1.1 %

PERCENT OF AUTHORIZATION: 152 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| 100 | 100 | 100 | 100 | 100 | 100 | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | 0.28 | 0.28 | | | 0.28 |
| MILES PARTIALLY COMPLETED | 0.28 | 0.28 | | | 0.28 |
| MILES COMPLETED | 0.28 | 0.28 | | | 0.28 |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | 35,626 | 3,400 | | | 1,500 |
| TOTAL QUANTITIES CORRECTED TO DATE | 37,258.6 | 3,544.1 | | | 1,494.95 |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | 37,258.6 | 3,544.1 | | | 1,494.95 |
| AVERAGE DAILY QUANTITIES | 0 | 0 | | | 0 |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | 0 | 0 | | | 0 |
| NUMBER OF SHIFTS PER DAY | 0 | 0 | | | 0 |
| HOURS PER SHIFT | 0 | 0 | | | 0 |

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY 20 | Overcast | 0 | | |
| MONDAY 21 | Fair | 0 | | |
| TUESDAY 22 | Overcast | 0 | | |
| WEDNESDAY 23 | Overcast | 0 | | |
| THURSDAY 24 | Fair | 0 | | |
| FRIDAY 25 | Fair | 0 | | |
| SATURDAY 26 | | 0 | | |

RECEIVED
JUL 28 1975
CONSTRUCTION
SECTION

Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

BEN GIFFORD

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY 20 | |
| MONDAY 21 | |
| TUESDAY 22 | |
| WEDNESDAY 23 | |
| THURSDAY 24 | |
| FRIDAY 25 | |
| 26 SATURDAY | |

## REMARKS

Office force [illegible] on Semi-final Estimate backup data, boxed material and got it ready to se [illegible] Region Office.

Semi-Final Estimate delivered to Region Office Tuesday July 22, 1975

THIS IS THE LAST WEEKLY REPORT FOR THIS PROJECT.

SIGNED M. D. Morrison LOCATION Coquille

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

#8076 1-30-75

U. S. DEPARTMENT OF TRANSPORT[illegible]N FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

[illegible]DERAL AID PROJECT NO. ER-295(1)

STATE PROJECT NO. GOAT RANCH SECTION

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO. ER-17

COUNTY NAME Coos

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
FEB 4 '75
REFER TO

FOR

| Info | Inves | R/D | D/R | Sgn | Act | [illegible] |
|---|---|---|---|---|---|---|
| | | | | | ✓ | |

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE NOVEMBER 13, 1974

FEDERAL ROUTE NUMBER SECONDARY ROUTE 247

STATE ROUTE NUMBER POWERS HIGHWAY ROUTE 242

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
YOU ARE NOW AUTHORIZED TO PROCEED WITH ACTUAL ADJUSTMENTS FOR COOS-CURRY ELECTRIC COOP'S FACILITIES EFFECTIVE NOVEMBER 13, 1974. REIMBURSEMENT ON AN AGREED LUMP SUM BASIS OF $459.48 IS APPROVED.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER *(Specify)* UTILITY ADJUSTMENT

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK AUTHORIZED ABOVE IS SUBJECT TO THE PROVIDIONS OF THE FEDERAL-AID HIGHWAY PROGRAM MANUAL.

WE APPROVE THE AGREEMENT WITH THE COOS-CURRY ELECTRIC COOP CONSISTING OF YOUR JULY 23, 1974 UTILITIES & RAILROAD ENGINEER'S LETTER, THE COOS-CURRY ELECTRIC COOP'S JANUARY 7, 1975 LETTER AND THE PLANS AND ESTIMATE FURNISHED BY MR. PRESTON'S JANUARY 28, 1975 LETTER.

THE PERMIT COVERING THIS ADJUSTMENT WILL BE PREPARED AND SUBMITTED FOR APPROVAL AT A LATER DATE.

Cc Bruce Boyd
2-6 75

DATE 1-30-75

SIGNATURE OF APPROVING OFFICIAL

TITLE DIVISION ENGINEER

[illegible] EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) [illegible] USED

2-6-75
Original to Rulien

8076
0-12-5

# STATE COPY

Form Approved; O.M.B. No. 04-R2089

| | | |
|---|---|---|
| *TO BE COMPLETED BY FHWA*<br>MONTHLY TRANSACTION NO. | U. S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>**FEDERAL-AID PROJECT AGREEMENT**<br>12-16-74 | STATE<br>Oregon<br>COUNTY<br>Coos<br>PROJECT NO.<br>ER-295(1) |

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

St. Rd. 242 2 mi. N. of Powers N. 5.4 mi.
(S. Fk. Coquille River Section)

| PROJECT CLASSIFICATION OR PHASE OF WORK | | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | | ▨ |
| PRELIMINARY ENGINEERING | | 1-14-74 | |
| RIGHTS-OF-WAY | | 8-15-74 | ▨ |
| CONSTRUCTION | Temp.<br>Perm. | 1-14-74<br>10-2-74 | |
| OTHER *(Specify)* | | | |

FUNDS Pro-rata 100%

| | |
|---|---|
| ESTIMATED TOTAL COST OF PROJECT<br>$ 213,854.07 | FEDERAL FUNDS<br>$ 213,854.07 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Assistant State Highway Engineer
*(Title)*

By

*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
G. L. Green *(Division Engineer)*

Date executed by Division Engineer DEC 16 1974

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

## AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division

Federal-aid Project
No. ER-295(1)

S. FK. COQUILLE RIVER SECTION

POWERS HIGHWAY IN COOS COUNTY

Salem, Oregon, November 13, 1974

**Project Agreement Estimate**

Type Code P.E.

| | | |
|---|---|---|
| Preliminary Engineering | All Required | $ 7,250.00 |
| | Total | $ 7,250.00 |

Type Code 6201
Temporary and Permanent Repair (MP 16.9)

| | | |
|---|---|---|
| Labor | All Required | $ 441.32 |
| Equipment | All Required | 1,953.00 |
| Material | All Required | 957.25 |
| | Total | $ 3,351.57 |

Type Code 6201
Temporary Repair (MP 14.5 - 14.9)

| | | |
|---|---|---|
| Labor | All Required | $ 30.00 |
| Equipment | All Required | 26.50 |
| | Total | $ 56.50 |

Type Code 6201
Goat Ranch Section
Permanent Repair (Sta. 148+50 to Sta. 167+00)(MP 14.5 - 14.9)

| | | | |
|---|---|---|---|
| Mobilization | All Required | | $ 6,300.00 |
| Temporary Protection and Direction of Traffic | All Required | | 3,000.00 |
| Temporary Signs | 188 sq.ft. | 9.00 | 1,692.00 |
| Flagman | 400 hours | 12.00 | 4,800.00 |
| Clearing and Grubbing | All Required | | 5,000.00 |
| Removal of Structures and Obstructions | All Required | | 850.00 |
| General Excavation | 35,500 cu.yd. | 1.28 | 45,440.00 |
| Trench Excavation | 126 cu.yd. | 8.00 | 1,008.00 |

| | | | |
|---|---|---|---|
| Finishing Roadbed and Slopes | All Required | | $ 5,000.00 |
| Watering | 90 M-gal. | 8.00 | 720.00 |
| 1-1/2" - 0 Aggregate Base | 3,400 cu.yd. | 12.53 | 42,602.00 |
| Class "C" Asphalt Concrete Mixture | 1,500 ton | 21.69 | 32,535.00 |
| Asphalt Cement in Mixture | 100 ton | 90.00 | 9,000.00 |
| 12-inch Culvert Pipe | 40 lin.ft. | 7.00 | 280.00 |
| 18-inch Culvert Pipe | 130 lin.ft. | 11.50 | 1,495.00 |
| 36-inch Culvert Pipe | 64 lin.ft. | 25.00 | 1,600.00 |
| Type 2 Fence | 900 lin.ft. | 3.00 | 2,700.00 |
| Extra for Asphalt Approaches | 1 only | 75.00 | 75.00 |
| Roadside Seeding and Mulching | 4 acre | 600.00 | 2,400.00 |
| | | | $166,497.00 |

Anticipated Additional Items

| | | |
|---|---|---|
| Temporary Erosion Control | All Required | $ 2,000.00 |
| | Subtotal | $168,497.00 |
| | Engr. & Cont. | 33,699.00 |
| | Total | $202,196.00 |

Length of Project - - - 0.351 mile

Type Code ROW
Right-of-Way

| | | |
|---|---|---|
| Right-of-Way | All Required | $ 800.00 |
| | Subtotal | $ 800.00 |
| | Acquisition Expense | 200.00 |
| | Total | $ 1,000.00 |

Retain in Program

| | | |
|---|---|---|
| Work by Coos-Curry Electric | All Required | $ 700.00 |

## SUMMARY OF FUNDS

| Description | Total Cost | Fed. Funds |
|---|---|---|
| Preliminary Engineering | $ 7,250.00 | $ 7,250.00 |
| Temporary and Permanent Repair (MP 16.9) | 3,351.57 | 3,351.57 |
| Temporary Repair (MP 14.5 - 14.9) | 56.50 | 56.50 |
| Permanent Repair (Contract) | 202,196.00 | 202,196.00 |
| Right-of-Way | 1,000.00 | 1,000.00 |
| Subtotals | $213,854.07 | $213,854.07 |
| Retain in Program | | |
| Utility Adjustment | 700.00 | 700.00 |
| Totals | $214,554.07 | $214,554.07 |

Group 1 - 100%

Contract No. 8076

Prefixes: 106-1025
106-1491-01 P.E.
106-4465-344-01
106-2510

8076

October 31, 1974

Durbin Construction Company
Rt. 1, Box 244, Prairie Rd.
Eugene, OR 97401

Gentlemen:

The Oregon Transportation Commission on October 29, 1974, accepted your proposal for work on the Goat Ranch (M.P. 14.3 to 14.9) Section of the Powers Highway in Coos County for the sum of $166,497. The Commission referred your bid to the Administrator of Highways with authority to award the contract as soon as approval of the Federal Highway Administration is received.

Approval has been received and the Administrator of Highways on October 30, 1974, awarded you the project, which has been assigned Contract No. 8076.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

C. W. Head
COMMISSION SERVICES

js

bc Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle & Portland
C. T. Kassey
Vince Gallagher
Walt Hart
A. Shirley
Frank Morrison
Wm. Geibel (SAIF)

8076 10-11-74

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: ER-295(1)

STATE PROJECT NO.: GOAT RANCH SECTION

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.:

ITEM NO.: ER-17

COUNTY NAME: COOS

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:
MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENG.
OCT 21 '74
REFER TO
Hunter
FOR
Inves | S/D | D/R | Sign ✓

| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER |
|---|---|---|
| OCTOBER 2, 1974 | OCTOBER 2, 1974 | SECONDARY ROUTE 247 |
| | | STATE ROUTE NUMBER |
| | | SECONDARY ROUTE 242 |

GENERAL LOCATION:
POWERS HIGHWAY MP 14.5 - 14.9

NOTED
E. S. HUNTER

GENERAL DESCRIPTION OF WORK:
RECONSTRUCTION OF APPROXIMATELY 0.4 MILES OF HIGHWAY ROADBED AND PAVING. INCIDENTAL WORK.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER (Specify) TEMPORARY EROSION CONTROL $2,000
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. RULIEN'S SEPTEMBER 30, 1974 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

10-21-74
ORIGINAL TO
L. W. Rulien
w/att

RECEIVED
OCT 21 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 10-11-74 | | DIVISION ENGINEER |

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8076

FORM E-30

**OREGON STATE HIGHWAY DIVISION**
**INTER-DEPARTMENT CORRESPONDENCE**
Salem 97310

**DATE** August 19, 1974

**TO** E. S. Hunter
Assistant Highway Engineer

John R. Oakes

**FROM** John R. Oakes
Assistant R/W Engineer

**SUBJECT** Goat Ranch Section
Powers Highway
Coos County

This project was postponed from the August 15 letting to the September 26 letting due to right-of-way difficulties. Unfortunately the right-of-way difficulties are still with us. We have just received information from which to prepare a Letter Of Offer. This Letter Of Offer will probably be mailed early next week. State law then requires that the owner must have twenty days in which to consider the Letter Of Offer.

This means that we will not be able to file condemnation on this property much before the middle of September. This is not early enough to clear the project for PS&E for a September letting. The project will be ready for an October letting.

JRO:ha

cc R. L. Schroeder
L. W. Rulien, Attention Ben Gifford

NOTED
E. S. HUNTER

RECEIVED
AUG 20 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8076

**WILDLIFE COMMISSION**

**OFFICE OF THE DIRECTOR**

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

COMMISSIONERS
FRANK A. MOORE, Chairman
DAN CALLAGHAN, Member
MRS. ALLEN BATEMAN, Member
ALLAN L. KELLY, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
Wildlife Director

NOTED
E. S. HUNTER

August 15, 1974

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
AUG 19 1974
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

Mr. J. H. Versteeg
Oregon State Highway Division
Road Design Engineer
Highway Building
Salem, Oregon 97310

Dear Mr. Versteeg:

Wildlife Commission staff have reviewed the below listed projects and our comments are as follows:

1. Goat Ranch Section, Powers Highway, Coos County. We anticipate no serious fish or wildlife conflicts from this proposal providing all work is done in a manner to minimize turbidities and areas of soil disturbance are revegetated.

2. South Fork Clackamas River - Bull Creek Section, Clackamas Highway, Clackamas County. We shall concur with the Fish Commission of Oregon's comments on this project.

3. Fifteenmile, Ramsey and Larch Creek Bridges, FAS 709, 710, Wasco County. We do not anticipate significant adverse impacts from these projects. However, we will provide recommendations through fill/removal permits that are designed to minimize potential conflicts with fish and wildlife.

4. Tygh Creek and North Fork Mill Creek Bridges, County Roads Nos. 229 and 509, Wasco County. This project has been reviewed through the fill/removal permit law and our comments on this proposal are attached.

cc: E. S. Hunter
L. W. Rulien
W. J. Hart
Robert E. Royer
George Wills
C. G. Swenson
F. E. Terpin
D. L. Trout
Gary Potter
E. L. Hardt (6)
A. E. Shirley (2)
Carl Williams (12)
W. E. Schwartz (2)

cc's sent 8-19-74

RECEIVED
AUG 20 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

5. M.P. 3.6 Slide Section, FAS 131 (Clackamas River Road), Clackamas County.
   This project has been reviewed through the fill/removal permit law and our comments are attached.

6. Willow Creek Bridge, County Road 723 and 729, Gilliam County.
   We are concerned with the channel change upstream from the bridge (729). We encourage the Highway Division to analyze the necessity for this work. We would prefer to see the existing north bank riprapped and the south bank untouched. If it is determined that the channel change is needed to insure structural integrity, please advise.

7. Rock Creek Section, Sunset Highway, Clatsop County.
   This project does present certain aspects which could be detrimental to anadromous salmonid production. We do not have any basic objections to the proposal, but prefer to withhold specific comments until review of a fill/removal permit.

8. Campbell Creek Section, County Road No. 411 (Proctor Road) Wasco County.
   We would anticipate no serious impacts to fish and wildlife providing this job be conducted during the low flow season.

9. Tygh Creek (Tygh Valley) Bridge Section, FAS 311 (Tygh Valley Road), Wasco County.
   We recommend that the necessity for the proposed channel change be evaluated. The existing stream course with its streamside vegetation does provide habitat for fish and wildlife. This habitat would be negatively impacted if the channel change were constructed.

10. Jap Hollow Creek Section, County Road, No. 129 (Jap Hollow Road), Wasco County.
    This project has been reviewed through the fill/removal permit law and our comments are attached.

Plans for the above listed projects include several channel change proposals. We feel that stream channel changes should be kept to an absolute minimum and eliminated whenever possible. Studies in various western states have shown that fishery resources are negatively affected by channel changes and this impact frequently lasts for many years. Therefore, we encourage the Highway Division to evaluate the necessity for the proposed channel changes.

If I may be of any further assistance or explain our position on any of the above listed projects more thoroughly, please call.

Sincerely,

Jim Lauman

Jim E. Lauman, Biologist
Environmental Management Section

Attachments

cc Fish Commission of Oregon
Al Lichens
Jay Massey

JEL:lo

8076 8-15-74

U. S. DEPARTMENT OF TRANSPORTAT[illegible] FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

F[illegible]AL AID PROJECT NO.: ER-295(1)

STATE PROJECT NO.: GOAT RANCH SECTION

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.:

ITEM NO.: ER-17

COUNTY NAME: COOS

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: AUGUST 15, 1974

FEDERAL ROUTE NUMBER: SECONDARY ROUTE 247

STATE ROUTE NUMBER: SECONDARY ROUTE 242

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:

YOU ARE AUTHORIZED TO PROCEED WITH THE ACTUAL ACQUISITION OF FILE NUMBER 48281-THOMAS AS REQUESTED IN MR. RULIEN'S AUGUST 1, 1974 LETTER. FEDERAL PARTICIPATION WILL BE LIMITED TO THAT RIGHT OF WAY ACTUALLY INCORPORATED IN THE FINAL LOCATION.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☐ OTHER (*Specify*)

FILE 48281 - THOMAS
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Copy to Boyd 8-21-74

ORIGINAL TO ~~Rulien~~ 8-21-74

RECEIVED
AUG 21 1974
Office of
Assistant [illegible] Engineer

NOTED
R. L. SCHROEDER

NOTED
A. E. JOHNSON

DATE: 8-15-74

SIGNATURE OF APPROVING OFFICIAL: for

TITLE: DIVISION ENGINEER

FORM PR-1240 (REV. 8-73) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8076

August 1, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM
L. W. Rulien
Project Management Engineer

SUBJECT Goat Ranch Section
Project No. ER-295(1)
(File 48281-Thomas)

We hereby request your authorization to proceed with the actual acquisition of the above-listed property which is required as right-of-way. The property is included in the project as programmed and is as outlined in red on the enclosed sketch map. The estimated cost of this property is $1,000 and as no improvements are within the area to be acquired no relocation or displacement of an individual, family or business will be involved.

Enc.

cc: J. R. Oakes
D. E. Swan
M. Mitchell

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

8076 7-30-74

# LETTER OF APPROVAL [illegible]D/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
ER-295(1)

S[illegible]E PROJECT NO.
GOAT RANCH SECTION

| | | |
|---|---|---|
| FROM:<br>G. L. GREEN, DIVISION ENGINEER<br>SALEM, OREGON | PROGRAM NO. | COUNTY NAME<br>COOS |
| | ITEM NO.<br>ER-17 | PROGRAM STAGE (Check)<br>☐ 1. ☒ 2. |

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER |
|---|---|---|
| | JULY 30, 1974 | SECONDARY ROUTE 247 |
| | | STATE ROUTE NUMBER<br>SECONDARY ROUTE 242 |

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
AS REQUESTED IN MR. RULIEN'S JULY 29, 1974 LETTER WE APPROVE A MINOR PROGRAM CHANGE ADDING ADJUSTMENT OF UTILITIES REQUIRED INCLUDING PREPARATORY WORK TO THE CHARACTER OF THE PROPOSED WORK.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) MINOR PROGRAM CHANGE

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

RECEIVED
STATE HWY ENGR
AUG 1 '74
REFER TO
[illegible]
FOR
Info | Inves | R/D | D/R | Sign | Act ✓ | File

Orig

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 7-30-74 | | DIVISION ENGINEER |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8076

July 29, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM
L. W. Rulien
Project Management Engineer

SUBJECT Project No. ER-295(1)
Goat Ranch Section

We hereby request your approval of a minor program change on the subject project to include in the character of proposed work "adjustment of utilities required including preparatory work".

Subsequent to submission and approval of the program on this project, it was discovered that Coos-Curry Electric Company has one power pole in conflict with the proposed contract for permanent restoration of the roadway from M.P. 14.5 to M.P. 14.9. The estimated cost for the adjustment of this utility pole is $700 and no increase in the total cost or federal funds for the project as presently programed is anticipated at this time for this utility work.

CL:js

8076

cc: ~~E. S. Hunter~~
L. W. Rulien
W. J. Hart
R. E. Royer
George Wills
C. G. Swenson
F. E. Terpin
D. L. Trout
Gary Potter
E. L. Hardt (2)
cc's made and sent A. E. Shirley (2)
July 26, 1974 Carl Williams (2)

**FISH COMMISSION**

**OFFICE OF THE DIRECTOR**

307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, OREGON • 97201

TOM McCALL
GOVERNOR

COMMISSIONERS
JOSEPH I. EOFF
Chairman
JACK F. SHIELDS
Vice Chairman
McKEE A. SMITH
Member
THOMAS E. KRUSE
State Fisheries Director

July 23, 1974

RECEIVED
JUL 29 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Mr. J. H. Versteeg
Oregon State Highway Division
Road Design Engineer
Highway Building
Salem, Oregon 97310

Dear Mr. Versteeg:

We have reviewed the following proposed projects transmitted to us by your letter of July 9, 1974. Our comments are as follows:

1. Goat Ranch Section, Powers Highway, Coos County
Sheet three of the plans show the new road alignment to be away from the river bank and although the toe of the slope is not shown, the profile indicates the toe will be away from the stream edge. We therefore anticipate no fishery conflicts from this proposal.

2. Fifteenmile, Ramsey & Larch Creek Bridges, FAS 709, 710
Wasco County
As these projects are in an area that the Oregon Wildlife Commission has more activity, we will support their recommendations and comments.

3. South Fork of Clackamas River - Bull Creek Section, Clackamas Highway, Clackamas County
Mr. Jim McNamee, Resident Engineer, indicated to us that this proposal is a storm damage repair of the same nature that we reviewed with him last year. Thus we suggest the same recommendations and procedures be

used as on last year's storm damage repair. We understand that only station area 1216 to 1221 (M.P. 4635) will require work in the stream to provide the riprap toe trench and 2,000 pound riprap protection. Regarding this we recommend that the toe trench be excavated by equipment from the bank such as backhoe clam shell and not a bulldozer in the stream. Also the riprap should be placed in lifts from the bank and not end dumped over the shoulder of the road to let ravel out into the stream. The timing limitations on this project may be waivered as before if the Oregon Wildlife Commission and the Fish Commission of Oregon are notified prior to instream operation; and they have the authority to halt or modify operations in the stream if conflicts become excessive or sport fishing downstream becomes affected.

We appreciate the opportunity to offer fishery safeguard recommendations on these projects.

Sincerely,

Burt Carnegie

BURT CARNEGIE
FISH PASSAGE SPECIALIST

cc Oregon Wildlife Commission - Portland
J. Massey, Oregon Wildlife Comm. - Clackamas
Division of State Lands - Salem

8076

5-29-74

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSACTION NUMBER 6-10

# TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 5-29-74

BY (Signature): L. W. RULIEN'S MAY 14, 1974 LETTER

TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS ER-1974

STAGE 1*: ITEM NOS. ______ THRU ______

STAGE 2: ITEM NOS. 17 THRU ______

| ITEM NO. | PROJECT NOS. | LENGTH (Miles) | TOTAL ESTIMATED COST | FEDERAL FUNDS | OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION | WORK |
|---|---|---|---|---|---|---|
| 17 | ER-295(1) | 0.33 | 211,725.07 | 211,725.07 | GOAT RANCH SECTION MP 14.5 TO 14.9 AND 16.9 FAS 247 COOS COUNTY STATE OF OREGON | PRELIMINARY ENGINEERING, RIGHT OF WAY, TEMPORARY AND PERMANENT FLOOD REPAIR. |

NOTED
E. S. HUNTER

REMARKS (Division)

I CONCUR THAT THE NEGATIVE DECLARATION FOR EMERGENCY RELIEF PROJECTS RECEIVED MARCH 26, 1974 AND CONCURRED IN BY FHWA-OREGON DIVISION APRIL 2, 1974 APPLIES TO THE SUBJECT PROJECT AS PROGRAMED.

6-3-74
orginal to L.W. Rulien

RECEIVED
JUN 3 1974

RECOMMENDED
DATE:
SIGNATURE AND TITLE:

APPROVED
DATE: 5-29-74
SIGNATURE AND TITLE:
G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

Form PR-48
(Rev. 8-71)

GPO 915-690

8077 Rock Creek Secs. on FAS 1974
442 & 446 S of Arlington
(Grade & drain intermittent secs)

8077

10-28-75 STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (City-County)
Gilliam County

## INSPECTION REPORT

| | | |
|---|---|---|
| REGION NO.<br>10 | REPORT ON<br>Summary 1974 Gilliam County ER Repairs | DIVISION<br>Oregon |
| DATE OF INSPECTION<br>10-28-75 | INSPECTION MADE BY<br>D. B. Carter, Area Engr | PROJECT NO.<br>See below* |

IN COMPANY WITH
Unaccompanied

REMARKS

### 1974 ER REPAIR
### FAS-C ROUTES 442, 446, & 717 *
### GILLIAM COUNTY

This report summarizes the Emergency Relief repairs made to Federal-aid routes within Gilliam County. All repairs both temporary and permanent have been satisfactorily completed.

The contracted repairs on Rock Creek (FAS 442 and 446) were completed March 26, 1975 and are included in my inspection report of April 22, 1974.

Three county Federal-aid road routes were approved for emergency repairs. They were:

| Route | FAS | Damage Survey Estimate |
|---|---|---|
| Middle Rock Creek Road | 446 | 19,200* |
| Upper Rock Creek Road | 442 | 38,700* |
| Eight Mile Creek Road | 717 | 4,200* |
| | | 62,100 |

*Includes both temporary and permanent repairs.

The contracted work on Rock Creek (FAS 442 and 446) exclusive of engineering ran approximately $50,000. The project agreement estimate provided $60,393 for the work. The County performed temporary repairs on both routes to open the road to traffic. The approved project agreement provided $673.90 for temporary repairs on FAS 442 and $2,529.47 for temporary repairs on FAS 446 for a total of $3,203.39. The County actually spent approximately $887 and $3,996 for temporary repairs on the above respective routes for a total of $3,641. The County performed both the temporary and permanent repairs on FAS 717, Eight Mile Creek Road. The permanent repairs were accomplished by an approved force order using County forces. The approved project agreement provided $472.16 for temporary repairs and $2,123.59 for permanent repairs for a total of $2,595.75. The County has spent a total of approximately

- more -

NOTED
H.S.COULTER

FORM PR-33 (REV. 5-70) EDITION OF 7-67 MAY BE USED

$532 for repairs on this route. A culvert was not installed on the road as noted in the damage survey report as upon further review it was decided the existing crossing would be adequate for the anticipated traffic. Elimination of the culvert and associated approach fill resulted in a cost underrun for the repairs on this road.

All ER repairs to Gilliam County FAS route are considered to have been satisfactorily completed.

8077

R

May 9, 1975

Fidelity and Deposit Co. of Maryland
3003 1st National Bank Tower
Portland, OR 97201

Gentlemen:

Contract No. 8077 awarded to D Mc D Corp., for work on the Rock Creek Section of FAS 442 and 446 in Gilliam County was completed on March 26, 1975, and accepted by the Administrator and State Highway Engineer on May 7, 1975.

Final payment will be released to the contractor as soon as payment processing can be completed but not before May 14, 1975.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

cc D Mc D Corp.
P.O. Box 1012
La Grande, OR 97850

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hackk
Carl Williams

8077 R

FORM 01-734-2001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Rock Creek

WEEK ENDING: April 12, 1975

SECTION PREFIX: 511-1077

HIGHWAY: FAS 442 and 446

COUNTY: Gilliam

NAME OF JOB: Rock Creek

KIND OF WORK: Grading and Drainage

CONTRACTOR: D Mc D Corp.

CONTRACT NUMBER: 8077

FEDERAL AID PROJECT NUMBER: ER-311(1)

DATE OF CONTRACT: October 30, 1974

DATE WORK STARTED: November 26, 1974

ESTIMATED COMPLETION DATE: March 26, 1975

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 200

CALENDAR DAYS USED: 41

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 21

PROJECT AUTHORIZATION: $ 69,951.49

EXCLUSIVE OF ENGINEERING: $ 63,842.19

ENGINEERING AUTHORIZATION: $ 6,109.30

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 49,258.58

ENGINEERING COST TO DATE: $ 6,700.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 80

ESTIMATED PERCENT: OVERRUN UNDERRUN 23 %

PERCENT OF AUTHORIZATION: 110 %

DATE PROJECT WAS COMPLETED: March 26, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| 100 | 100 | 100 | | | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | 0.64 | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | 0.64 | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | 9,800 C.Y. | | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | 6977 C.Y. | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | 6977 C.Y. | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

| BRIDGE NO. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY | Ptly overcast-cool | | | |
| MONDAY | Clear-fair | | | RECEIVED |
| TUESDAY | Overcast-cool | | | AP |
| WEDNESDAY | Ptly cloudy-fair | | | |
| THURSDAY | " " " | | | |
| FRIDAY | Clear-warm | | | BEN GIFFORD |
| SATURDAY | | | | |

K

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY | No activity |
| MONDAY | Worked the semi final was completed |
| TUESDAY | Semi final submitted to Region office |
| WEDNESDAY | No activity |
| THURSDAY | " " |
| FRIDAY | " " |
| SATURDAY | |

## REMARKS

The semi final estimate was completed and submitted to the Region office this week. This is the last report.

SIGNED LOCATION Condon

PRIME RESIDENT SUBM'T 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

8077 : 0-2-6

# STATE COPY

Form Approved; O.M.B. No. 04-R2080

| | | |
|---|---|---|
| TO BE COMPLETED BY FHWA<br>MONTHLY TRANSACTION NO. | U. S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>**FEDERAL-AID PROJECT AGREEMENT**<br>2-12-75 | STATE Oregon<br>COUNTY Gilliam<br>PROJECT NO. ER-311(1) |

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rds. County FAS Routes, Gilliam Co.

| PROJECT CLASSIFICATION OR PHASE OF WORK | | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | | |
| PRELIMINARY ENGINEERING | | 1-14-74 | 3.5 |
| RIGHTS-OF-WAY | | | |
| CONSTRUCTION | Temp. | 1-14-74 | |
| OTHER *(Specify)* | Perm. | 7-10-74 | 3.5 |

FUNDS Pro rata 100%

| | |
|---|---|
| ESTIMATED TOTAL COST OF PROJECT<br>$ 90,110.12 | FEDERAL FUNDS<br>$ 90,110.12 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
*(Official name of Highway Ag*

By Ed Hunter

Assistant State Highway Engineer
*(Title)*

By
*(Title)*

By
*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
G. L. Green *(Division Engineer)*

Date executed by Division Engineer FEB 12 1975

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

## AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Federal-aid Project
No. ER-311(1)

Oregon State Highway Division

## GILLIAM COUNTY FAS ROUTES

## FAS ROUTES 442, 446 AND 717

Salem, Oregon, November 29, 1974

Project Agreement Estimate.

### Type Code P.E.

| | | |
|---|---|---|
| Preliminary Engineering | All Required | $ 11,000.00 |

### Type Code 2010
### Temporary Repair, FAS 442, Upper Rock Creek Road, MP 8.8, 9.2, 10.1 and 10.8*

| | | |
|---|---|---|
| Labor | All Required | $ 198.89 |
| Equipment | All Required | 405.01 |
| Material | All Required | 70.00 |
| | Total | $ 673.90 |

*Mile Points as programed were in error. Mile Points as shown are correct.

### Type Code 2010
### Temporary Repair, FAS 446, Middle Rock Creek Road, MP 8.4, 8.5, 9.2, 9.3 and 9.4

| | | |
|---|---|---|
| Labor | All Required | $ 1,328.87 |
| Equipment | All Required | 364.60 |
| Material | All Required | 836.00 |
| | Total | $ 2,529.47 |

### Type Code 2010
### Permanent Repair, FAS 442 and 446
### Rock Creek (Upper and Middle Rock Cr. Rds.) Section
### FAS 442 (MP 8.8 to 10.8), FAS 446 (8.4 to 9.4)

| | | | |
|---|---|---|---|
| Temporary Protection and Direction of Traffic | All Required | | $ 1,000.00 |
| Temporary Signs | 270 sq.ft. | 4.00 | 1,080.00 |
| Flagmen | 200 hour | 12.00 | 2,400.00 |
| General Excavation | 9,800 cu.yd. | 3.00 | 29,400.00 |
| Extra for Selected Slope Protection Material | 2,200 cu.yd. | 1.10 | 2,420.00 |
| Toe Trench Excavation | 760 cu.yd. | 4.00 | 3,040.00 |

| | | | |
|---|---|---|---|
| Granular Backfill Material | 50 cu.yd. | 12.00 | $ 600.00 |
| Trench Excavation | 100 cu.yd. | 3.00 | 300.00 |
| 24-inch Culvert Pipe | 76 lin.ft. | 10.00 | 760.00 |
| 36-inch Arch Type Pipe | 82 lin.ft. | 16.50 | 1,353.00 |
| Loose Riprap, Class 2000 | 750 cu.yd. | 10.00 | 7,500.00 |
| Rock Gabions | 180 cu.yd. | 43.00 | 7,740.00 |
| Filter Blanket | 300 cu.yd. | 10.00 | 3,000.00 |
| | | | $ 60,593.00 |

Anticipated Items

| | | |
|---|---|---|
| Temporary Erosion Control | All Required | $ 500.00 |
| | Subtotal | $ 61,093.00 |
| | Engineering | 12,218.00 |
| | Total | $ 73,311.00 |

Type Code 2010
FAS 717, Eightmile Creek Road, MP 4.8 and 5.6
Temporary Repair

| | | |
|---|---|---|
| Labor | All Required | $ 110.08 |
| Equipment | All Required | 302.08 |
| Material | All Required | 60.00 |
| | Total | $ 472.16 |

Permanent Repair (Approved Force Order)

| | | |
|---|---|---|
| Labor | All Required | $ 225.99 |
| Equipment | All Required | 657.60 |
| Material | All Required | 1,240.00 |
| | Total | $ 2,123.59 |

Length of Project - - 3.5 miles intermittent sections

SUMMARY OF FUNDS

| Section | Total Cost | Fed. Funds |
|---|---|---|
| Preliminary Engineering | $ 11,000.00 | $ 11,000.00 |
| Temporary Repair, FAS 442 | 673.90 | 673.90 |
| Temporary Repair, FAS 446 | 2,529.47 | 2,529.47 |

## SUMMARY (cont.)

| Section | Total Cost | Fed. Funds |
|---|---|---|
| Contract Repair, FAS 442, 446 | $ 73,311.00 | $ 73,311.00 |
| Temporary Repair, FAS 717 | 472.16 | 472.16 |
| Permanent Repair, FAS 717 | 2,123.59 | 2,123.59 |
| Total | $ 90,110.12 | $ 90,110.12 |

Group 1 - 100%
Contract No. 8077
Prefix 511-1077
Prefix P.E. 511-1494-01,02
Prefix Co. 11-9501-01

#8077

December 31, 1974

Gilliam County Court
Courthouse
Condon, OR 97823

Attention: Marianne Anderson
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 5178

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering flood damage repair on sections of the Upper Rock Creek Road, Middle Rock Creek Road and Eightmile Creek Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc H. S. Cox (agree. att.)

8077

October 31, 1974

D MaD Corporation
P. O. Box 1012
La Grande, OR 97850

Gentlemen:

The Oregon Transportation Commission on October 29, 1974, accepted your proposal for work on the Rock Creek Sections of FAS 442 and 444 (Upper and Middle Rock Creek Roads) in Gilliam County for the sum of $60,593. The Commission referred your bid to the Administrator of Highways with authority to award the contract as soon as approval of the Federal Highway Administration is received.

Approval has been received and the Administrator of Highways on October 30, 1974, awarded you the project, which has been assigned Contract No. 8077.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

C. W. Mead
COMMISSION SERVICES

js

bc Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle & Portland
C. T. Kessey
Vince Gallagher
Walt Hart
G. M. Williams
Larry Asburry
Wm. Geibel (SAIF)

8077 -

Box 330
Salem OR 97308

October ~~2~~ 11, 1974

Right of Way Status
ER Projects
Bid Opening October 24, 1974
ER-314(1) Pudding River Bridge Sec
~~ER-311(1) Rock Creek Slide Sec~~
ER-321(1) MP 1.27 Slide
ER-321(1) MP 2.8 and MP 7.0 Slides Sec

C. J. Mathias, Division Right of Way Officer

Mr. G. L. Green, Division Engineer
Salem, Oregon

The subject projects, which are ER projects, have small amounts of right of way that are being acquired by counties. These counties submitted right of way assurances regarding Real Property Acquisitions, under Section 305, Title III, Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

Even though these are ER projects there has been sufficient time for the county to comply with the law. The submitted status reports from Assistant Right of Way Engineer Oakes indicate that right of entry was obtained.

Because of past experience the projects have been discussed with Mr. Oakes and he has advised that these counties have not complied with Title III, namely the requirement for appraisal and offer to the property owner. Mr. Oakes has advised that the State has taken action to have the counties go back and appraise the properties and make offers in accordance with the law. Therefore, I am recommending approval of the PS&E.

However, I further recommend that the State be advised in the PS&E letter that Columbia, Gilliam and Clackamas Counties must comply with Title III and that their existing State-wide assurances can not be accepted as the basis for concurrence in award. I further recommend that the State be advised that on each of the projects the county should submit the actions that have been taken on Title III before we can concur with the award. This should go in the PS&E letter.

Original Signed by
C. J. Mathias
Div. ROW Officer
C. J. Mathias

NOTED
R. L. SCHROEDER

cc:
C. Burghardt

cc John Oakes

RECEIVED
OCT 14 1974
Office of
Assistant State Highway Engineer

Note: that Assurance must be given for each Project — The county or City Assurance is not working JB 10/14/74

JBUF 10/17/74

CC Cox & RL Schroeder

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

8077

# LETTER OF APPROVAL A[illegible]OR AUTHORIZATION

10-9-74

FEDERAL AID PROJECT NO.: ER-311(1)

STATE PROJECT NO.: ROCK CREEK SECTIONS

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.:

COUNTY NAME: GILLIAM

ITEM NO.: ER-43

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

STATE HWY ENGR
OCT 10 '74
REFER TO
Orig - Hunton
FOR
Info | Gives | RD | D/R | [illegible] | Act | File ✓

| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER |
|---|---|---|
| OCTOBER 2, 1974 | OCTOBER 2, 1974 | SECONDARY ROUTES 442 AND 446 |
| | | STATE ROUTE NUMBER |
| | | COUNTY ROADS |

GENERAL LOCATION:

UPPER AND MIDDLE CREEK ROADS

GENERAL DESCRIPTION OF WORK:

GRADING INTERMITTENT SECTIONS OF ROADBED, CONSTRUCTION OF GABIONS AND ROCK SLOPE PROTECTION, FURNISH AND PLACING RIPRAP AND INCIDENTAL WORK.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER *(Specify)*
TEMPORARY EROSION CONTROL $500.00

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH ITEM LISTED ABOVE AS SHOWN IN YOUR ESTIMATE.

MR. RULIEN'S SEPTEMBER 30, 1974 REQUEST AND ALL BUT THE RIGHT OF WAY CERTIFYING STATEMENTS ARE ACCEPTED. WE CANNOT ACCEPT THE GILLIAM COUNTY ASSURANCES THAT RIGHT OF WAY WAS ACQUIRED IN ACCORDANCE WITH FEDERAL REQUIREMENTS, THEREFORE, GILLIAM COUNTY MUST SUBMIT THE ACTIONS THAT HAVE BEEN TAKEN TO COMPLY WITH TITLE III BEFORE WE CAN CONCUR IN THE AWARD OF THE CONTRACT. GILLIAM COUNTY MUST SUBMIT NEW ASSURANCES REQUIRED BY SECTION 305(1) AND (2), TITLE III PL 91-646.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED. A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 10-9-74 | G L Green | DIVISION ENGINEER |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

September 30, 1974

**TO** G. L. Green, Division Engineer
Federal Highway Administration

**FROM** L. W. Rulien
Project Management Engineer

**SUBJECT** P.S. & E. Authorization Request

P.S. and E. documents have been submitted to your department for the following Federal-aid projects and accordingly, we are requesting your authorization to advertise for bids to be received on October 24, 1974.

| | |
|---|---|
| I-5-4(79)216 | Lebanon Road Int.-Halsey Int. Section |
| I-405-8(31)303 | Fremont Bridge Section |
| RF-72(6) | Cow Canyon Safety Rest Area |
| RF-196(26) | Wolf Creek Section |
| U-322(8) | Willamette River (Center St. Br.) Salem |
| ER-295(1) | Goat Ranch Section |
| ER-301(2) | MP 34.5 Slide (Nehalem Hwy.) Section |
| ER-311(1) | Rock Creek (Upper & Middle Rock Cr. Rd.) |
| ER-314(1) | Pudding River Bridge Section |
| ER-321(1) | MP 1.27 Slide Section (Columbia Co.) |
| ER-321(1) | MP 2.8 and MP 7.0 Slide Section (Columbia Co.) |

Compliance with paragraph 16 of PPM 21-6.3 has been met concerning product selection, the plans conform to IM 20-1-67 pertaining to floodplain data, the proposal contains a certification conforming to IM 20-2-68 in regard to nonsegregated facilities, and the special provisions contain the latest requirements for equal employment opportunity as per IM 40-2-69.

All right-of-way or rights-of-entry have been acquired and all families and individuals have been relocated to decent, safe, and sanitary housing with the exceptions, if any, as covered in the project specifications and right-of-way has been acquired in accordance with the current FHWA directives covering the acquisition of real property, (5g of PPM 21-12).

All necessary arrangements have been made for all utility and railroad work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations. This statement is supported by previously submitted utility-railroad status reports.

DAR:dg

Elfas

# GILLIAM COUNTY

CONDON, OREGON

Jan 1974 Storm

–COUNTY OFFICIALS–

**COUNTY JUDGE**
*James O. Burns*
*384-2611*
*384-3421*

**COMMISSIONERS**
*Lester Brooks*
*Clarence Potter*

**ASSESSOR**
*Judy Griffith*
*384-3781*

**CLERK-RECORDER**
*Marianne Anderson*
*384-2311*

**DISTRICT ATTORNEY**
*William A. Bennett*
*384-3352*

**JUSTICES OF THE PEACE**
*Marvin A. Albee*
*Condon, 384-5821*
*William Marshall*
*Arlington, 454-2923*

**SHERIFF**
*Volney Thomas*
*384-2851*

**TREASURER**
*Margaret Grabenhorst*
*384-2851*

September 13, 1974

H. S. Cox
County and City Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Cox:

Please be advised that Gilliam County approves of the use of rock for base on the county right-of-way for the Middle Rock Creek project.

When the contract has been let for this project, advise the Court and assistance will be provided by Court members or Job Foreman concerning location of project site, etc.

If we can be of any additional assistance, let us know.

Sincerely,

GILLIAM COUNTY COURT

James O Burns

James O. Burns
Gilliam County Judge

JOB:ma

RECEIVED
COUNTY & CITY SECTION
SEP 16 1974
☐ ENGR. ☑ COOR. ☑ OE ☒ AE ■ UE
☐ RPE ☐ RE ☒ RPE ☐
☑ UPE ☐ CE ☑ RE

Copy to:- John Oaks
J. H. Vorstaeg
Carl Williams

8077

September 3, 1974

Gilliam County Court
Courthouse
Condon, OR 97823

Attention: Marianne Anderson
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 5070

Gentlemen:

Attached for your files is a fully executed Construction-Finance Agreement for improvement and replacement of drainage facilities and the restoration and riprapping of portions of the Middle Rock Creek Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

ser

Att.

cc H. S. Cox (agree. att.)

8077

September 3, 1974

Gilliam County Court
Courthouse
Condon, OR 97823

Attention: Marianne Anderson
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 5071

Gentlemen:

Attached for your files is a fully executed Construction-Finance Agreement for improvement and replacement of drainage and the restoration and riprapping of portions of the Upper Rock Creek Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

ser

Att.

cc H. S. Cox (agree. att.)

Copy to: John Oaks
Buzz Swan
C G Swenson
Carl Williams Reg IV

Oregon Transportation Commission
Highway Division
State Highway Building
Salem, Oregon 97310

8-21-74

Attn: County & City Section

SUBJECT: Federal Aid Project No. ______________

Highway No. FAS 446

Project Name ER, January 1974 Storm Damage
Middle Rock Creek Road
M.P.'s 8.4, 8.5, 9.2, 9.3 & 9.8

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check two)

☒ There has been no displacement of persons from residences, farms, or businesses; or

☒ That all incidental charges related to the transfer of property have been paid by County pursuant to subsection 507 of Section 30 of the Federal-aid Highway Act of 1968.

☐ In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Condon, Oregon,

this 21 day of August, 1974

Gilliam County

Judge

Commissioner

Lester Brooks
Commissioner

RECEIVED
COUNTY & CITY SECTION
AUG 26 1974
☑ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

7/31/73

Oregon Transportation Commission
Highway Division
State Highway Building
Salem, Oregon 97310

8-21-74

Attn: County & City Section

SUBJECT: Federal Aid Project No. ______________

Highway No. FAS 442

Project Name ER, January 1974 Storm Damage
Upper Rock Creek Road, M.P.'s 4.3, 4.5-4.7, 5.6 & 6.3

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check two)

☒ There has been no displacement of persons from residences, farms, or businesses; or

☒ That all incidental charges related to the transfer of property have been paid by County pursuant to subsection 507 of Section 30 of the Federal-aid Highway Act of 1968.

☐ In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Condon, Oregon,

this 21 day of August, 1974.

Gilliam County

Judge

Commissioner

Lester Brooks
Commissioner

RECEIVED
COUNTY & CITY SECTION
AUG 26 1974
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

7/31/73

8077 7-10-74

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: ER-311(1)

STATE PROJECT NO.: GILLIAM COUNTY FAS ROUTES

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.:

ITEM NO.: ER-43

COUNTY NAME: GILLIAM

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:
MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
JUL 11 '74
REFER TO [illegible]
FOR
| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER |
|---|---|---|
| JULY 10, 1974 | JULY 10, 1974 | VARIOUS<br>COUNTY ROADS |

GENERAL LOCATION:
FAS 442, 446 AND 717

GENERAL DESCRIPTION OF WORK:
AS REQUESTED IN MR. RULIEN'S JUNE 13, 1974 LETTER IT HAS BEEN DETERMINED TO BE IN THE PUBLIC INTEREST TO CONSTRUCT THE SUBJECT PROJECT BY FORCE ACCOUNT PROCEDURES USING COUNTY FORCES. YOU ARE AUTHORIZED TO PROCEED WITH THE NECESSARY CONSTRUCTION ESTIMATED TO BE $2,123.59.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER *(Specify)*
☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON A XXXXXXX
XXXXXXXX FORCE ACCOUNT BASIS

REMARKS
PS&E DOCUMENTS AS REPRESENTED BY FORCE ACCOUNT ORDER NUMBER 1 FOR THE SUBJECT PROJECT HAS BEEN REVIEWED TOGETHER WITH ATTACHMENTS AND IS HEREBY APPROVED.

A SIGNED COPY OF COUNTY FORCE ORDER NUMBER 1 IS RETURNED HEREWITH.

ORIGINAL TO
Rulien w/att.
7-12-74

NOTED
E. S. HUNTER

DATE: 7-10-74

SIGNATURE OF APPROVING OFFICIAL:

TITLE: for DIVISION ENGINEER

[illegible] STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8077

6-25-74

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSACTION NUMBER 6-92

# TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 6-25-74

BY (Signature): Mr. L. W. Rulien's June 13, 1974 Letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS 1974-ER

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 43 THRU ______

| ITEM NO. | PROJECT NOS. | LENGTH (Miles) | TOTAL ESTIMATED COST | FEDERAL FUNDS |
|---|---|---|---|---|
| 43 | ER-311(1) | 3.5 | 76,799.12 | 76,799.12 |

OTHER IDENTIFICATION AND/OR REMARKS (State)

| Location | Work |
|---|---|
| Gilliam County FAS Routes<br>FAS 442 MP 4.3, 4.5 to 4.7, 5.6 and 6.3.<br>FAS 446 MP 8.4 to 9.8<br>FAS 717 MP 4.8 and 5.6<br>State of Oregon | Preliminary Engineering Temporary and Permanent Flood Repair. |

RECEIVED
JUN 27 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

[illegible] ENGR
[illegible]
REFER TO
[illegible]
FOR

NOTED
E. S. HUNTER

REMARKS (Division)

I concur that the Negative Declaration for Emergency Relief Projects received March 26, 1974 and concurred in by FHWA Oregon Division April 2, 1974 applies to the subject project as programed.

6-27-74
original to L.W. Rulien

| RECOMMENDED | | APPROVED | |
|---|---|---|---|
| DATE | SIGNATURE AND TITLE | DATE | SIGNATURE AND TITLE |
| | | 6-25-74 | G. L. Green, Division Engineer |

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

Budget Bureau No. 41-R2067; Ap

U.S. DE

FORM PR-1
(REV. 4-61)

# FEDERAL - AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. June 13, 1974

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER (19) 1 (20) | PROJECT LOCATION (45 typewriter spaces) 21 Co. Rds. County FAS Routes, Gilliam Co. 65 | ADT | PRESENT<br>50<br>50<br>40 | FUTURE<br>75<br>75<br>(66) 60 (70) | YEAR<br>(71) 94 (72) | REGION<br>10 | STATE NAME<br>Oregon |
| CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 P.E. Temp. & Perm. Flood Repair 62 | NATL. FOREST (63) (65) | PR ROUTE NO. (66) (68) | SUPV AGCY (69) | DA CLASSIF. (70) | DA AREA (71) | EMERG. YR. (72) 74-1 (73) | PL. AUTH YR (74) (75) |

PROJECT NUMBER: PREFIX LETTER(S) 14 ER- 23 NUMBER 7 311

| | | | |
|---|---|---|---|
| CARD 4 | CLASS OF FEDERAL FUNDS: Emergency Relief. | COUNTY NAME: Gilliam | CODE 021 (14) (16) |
| | NAME OF URBAN AREA 17-31 | ROUTE NO. S | FEDERAL-AID 442, 446 & 717 (32) STATE Co. Rds. (36) (37) U.S. (41) |

ESTIMATED PROJECT COST BY PHASES

| CARD | LINE NO. | CHANGE CODE | PROJECT CODE | CLASS | WORK TYPE | WORK STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (14-15) | (16) | 41 | 42 | 43 46 | 53 | | (54) (58) | (59) (66) | (67) (76) | | |
| 5 | | | | | PE | | Co. Rds., County FAS Routes in Gilliam County | 3.5 | 11,000 | 11,000 | | |
| 5 | | | | | ROW | | (FAS 442 M.P. 4.3, 4.5-4.7, 5.6 & 6.3)<br>(FAS 446 M.P. 8.4-9.8)<br>(FAS 717 M.P. 4.8 & 5.6) | | | | | |
| 5 | | | | | CONST (CODE)<br>Temp. & Perm.<br>Stage-2<br>2010 | | (Gilliam County FAS Routes) | 3.5 | 65,799.12 | 65,799.12 | | |

| | | | | | | |
|---|---|---|---|---|---|---|
| CARD 1 | CODE 1 | PREPARED BY | PROJECT TOTALS | 3.5* | 76,799.12 | 76,799.12 |
| 1 | 14 | PROGRAM APPROVAL DATES | | | (19) (23) | (24) (33) |

REMARKS

* Intermittent sections

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

# FEDERAL-AID PROGRAM DATA

(PPM 21-1)

June 13, 1974

PROJECT LOCATION (45 typewriter spaces): 21 Co. Rds. County FAS Routes, Gilliam Co. 65

| ADT | PRESENT | FUTURE | YEAR |
|---|---|---|---|
| | 50 | 75 | |
| | 50 | 75 | |
| | 40 | (66) 60 | (70)(71) 94 (72) |

REGION: 10

STATE NAME: Oregon

STATE CODE: (2) 41 (3)

APPN CODE: (4) 098 (9)

ITEM NO.: (14) 43 (18)

OSED WORK (35 typewriter: Perm. Flood Repair 62

NATL. FOREST: (63) (65)

[illegible]: (66) (68)

[illegible]: (69)

DA CL AMT.: (70)

DA AREA: (71)(72)

EMERG. YR.: 74-1 (73)(74)

PL. AUTH YP: (75)

PROJECT NUMBER

PREFIX LETTER (S): 14 ER- 23

NUMBER: 7 311

SEQ. NO.: (1) 13

I. Projects Only

POST MI. (24) (26)

DESIG. 27

UNDS: Emergency Relief.

COUNTY NAME: Gilliam

CODE: 021 (14) (16)

ROUTE NO.: S

FEDERAL-AID: 442, 446 & 717

STATE: (32) Co. Rds. (36)(37)

U.S. (41)

PROGRAM STAGE: ☐ 1 OR XX 2

ESTIMATED PROJECT COST BY PHASES

| WORK TYPE | STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|---|---|---|
| 48 49 | 53 | | (54) (58) | (59) (66) | (67) (76) | | | |
| **PE** | | Co. Rds., County FAS Routes in Gilliam County | 3.5 | 11,000 | 11,000 | | | P.E. all phases including PS & E preparation, temp & perm. flood repair consisting of debris removal embankment, riprap, culverts, and gravel surface. |
| **ROW** | | (FAS 442 M.P. 4.3, 4.5-4.7, 5.6 & 6.3)<br>(FAS 446 M.P. 8.4-9.8)<br>(FAS 717 M.P. 4.8 & 5.6) | | | | | | |
| **CONST** (CODE)<br>Temp. & Perm.<br>Stage-2<br>2010 | | (Gilliam County FAS Routes) | 3.5 | 65,799.12 | 65,799.12 | | | (Work by County forces and regular advertised contracts.) |
| | | PROJECT TOTALS | 3.5* | 76,799.12 | 76,799.12 | | | |
| | | | | (10) (23) | (24) (33) | | | |

AM APPROVAL DATES

REMARKS

* Intermittent sections

USCOMM DUSCOMM-DC 48908-P61

## Gilliam County FAS Routes

## Project No. ER-311(1)

Remarks, Continued:

**FAS 442: Upper Rock Creek Road M.P. 4.3, 4.5-4.7, 5.6 & 6.3**

Existing Facility: 18'-20' gravel surfaced roadway

Project Data: The excessive runoff occasioned by the unusually severe storms in January 1974 overflowed the existing culverts resulting in the deposit of considerable siltation on the road and erosion of the surfacing and base material. Permanent repairs will consist of raising the roadway grade slightly and the replacement of the existing culverts with larger sizes. This will be done by regular contract as soon as the design is completed. Temporary repairs consisted of the removal of debris and replacement of embankment and surfacing materials required to open the road to traffic at an approxiamate cost as follows:

| | |
|---|---|
| Labor | $ 198.89 |
| Equipment | 405.01 |
| Materials | 70.00 |
| | $ 673.90 |

Permanent repair by formal contract will consist of embankment in place base and surface rock, drainage culverts, traffic protection, engineering and contingencies; estimated cost $40,000.00.

**FAS 446: Middle Rock Creek Road M.P. 8.4 to 9.8**

Existing Facility: 22'-26' gravel surfaced roadway

Project Data: High water in Rock Creek occasioned by the unusually severe storms in January 1974 deposited debris and caused erosion of the roadway embankment in addition, considerable silt was deposited on the roadway as a result of excessive runoff from adjacent fields. Permanent restoration will consist of replacement of embankment materials and riprap which will be done by regular contract as soon as the design is complete. Temporary repairs consisted of the removal of debris and silt from the roadway and
ment of sufficient embankment and surface rock t
road to traffic at an approximate cost as follow

| | |
|---|---|
| Labor | $ 1,328.87 |
| Equipment | 364.60 |
| Materials | 836.00 |
| | $ 2,529.47 |

Permanent repair will consist of evacuation, rip
surface rock, traffic protection, engineering and
estimated contract cost $ 20,000.00.

**FAS 717 Eightmile Creek Road M.P. 4.8 & 5.6**

Existing Facility: 20'-22' gravel surfaced roadw

Project Data: The excessive runoff occasioned by
severe storms in January 1974 washed out a 48" cu
4.8, deposited debris on the roadway and erosion
surface at both locations. Temporary repairs con
removal of debris and the replacement of sufficie
open the road to traffic at an approximate cost a

| | |
|---|---|
| Labor | $ 110.08 |
| Equipment | 302.08 |
| Material | 60.00 |
| | $ 472.16 |

Permanent Repairs: Replace the 48" culvert, chan
work, complete the removal of deposited material
rock surfacing material. This work has not been

| | |
|---|---|
| Labor | $ 225.99 |
| Equipment | 657.60 |
| Materials | 1,240.00 |
| | $2,123.59 |

Gillian County FAS Routes

Project No. ER-311(1)

ued:

Rock Creek Road M.P. 4.3, 4.5-4.7, 5.6 & 6.3

ty: 18'-20' gravel surfaced roadway

he excessive runoff occasioned by the unusually
January 1974 overflowed the existing culverts
deposit of considerable siltation on the road
he surfacing and base material. Permanent re-
st of raising the roadway grade slightly and
of the existing culverts with larger sizes.
e by regular contract as soon as the design is
orary repairs consisted of the removal of debris
f embankment and surfacing materials required
to traffic at an approxiamate cost as follows:

| | |
|---|---|
| r | $ 198.89 |
| pment | 405.01 |
| rials | 70.00 |
| | $ 673.90 |

~~by~~ formal contract will consist of embankment
d surface rock, drainage culverts, traffic pro-
ring and contingencies; estimated cost $40,000.00.

Rock Creek Road M.P. 8.4 to 9.8

: 22'-26' gravel surfaced roadway

igh water in Rock Creek occasioned by the un-
orms in January 1974 deposited debris and
the roadway embankment in addition, con-
s deposited on the roadway as a result of
rom adjacent fields. Permanent restoration
eplacement of embankment materials and rip-
done by regular contract as soon as the
e. Temporary repairs consisted of the

removal of debris and silt from the roadway and the replacement of sufficient embankment and surface rock to open the road to traffic at an approximate cost as follows:

| | |
|---|---|
| Labor | $ 1,328.87 |
| Equipment | 364.60 |
| Materials | 836.00 |
| | $ 2,529.47 |

Permanent repair will consist of evacuation, riprap, base and surface rock, traffic protection, engineering and contingencies; estimated contract cost $ 20,000.00.

FAS 717 Eightmile Creek Road M.P. 4.8 & 5.6

Existing Facility: 20'-22' gravel surfaced rcadway

Project Data: The excessive runoff occasioned by the unusually severe storms in January 1974 washed out a 48" culvert at M.P. 4.8, deposited debris on the roadway and erosion of the roadway surface at both locations. Temporary repairs consisted of the removal of debris and the replacement of sufficient material to open the road to traffic at an approximate cost as follows:

| | |
|---|---|
| Labor | $ 110.08 |
| Equipment | 302.08 |
| Material | 60.00 |
| | $ 472.16 |

Permanent Repairs: Replace the 48" culvert, channel corrective work, complete the removal of deposited material and replace rock surfacing material. This work has not been done.

| | |
|---|---|
| Labor | $ 225.99 |
| Equipment | 657.60 |
| Materials | 1,240.00 |
| | $2,123.59 |

(cont.)

(cont.)

Materials: 40"-48" culvert 80 Cy. surface rock.

Requirements of PPM 90-1: A negative declaration for emergency relief projects, statewide, for temporary and permanent repair of damages to highways and highway facilities caused by a natural disaster or catastrophic failure, was submitted to and approved by the FHWA on April 2, 1974.

A-95 Review: The project is exempt from State Clearinghouse review under working agreement dated April 7, 1972.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Public Hearings, Location and Design Approval: Not required under paragraph 3c of PPM 20-8.

Note: This project is in congressional District No. 2.

8077

June 13, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM R. W. Balion
Project Management Engineer

SUBJECT Program Data Submission
1974 Emergency Relief

We are submitting program data for Item 43, Project Number ER-311(1) for the Gilliam County FAS Routes which we desire to include in the Federal-aid Emergency Relief Program occasioned by the January 1974 storms.

PS and E documents will be submitted in August for the contract work on FAS routes 442 and 446 in the amount of $60,000. We are sending six copies of a County Force Order covering the work on FAS route 717 for your approval under separate cover.

The title sheet plan will be submitted with the project agreement.

DAR:bz

8077

May 21, 1974

TO Oregon Transportation Commission

FROM F. B. Klaboe
Administrator and
State Highway Engineer

SUBJECT Proposed Repair Projects
ER and PL 606

Transmitted with this letter are tabulations and maps describing and locating five proposed projects in Gilliam County. All of these projects are for repairs of damage caused by storms in January of this year. Two of these projects are ER projects on county FAS routes. The other three are PL 606 projects on county roads.

The two proposed ER projects are for drainage and restoration of roadways. One project is on the Upper Rock Creek Road, FAS 442, and the other is on the Middle Rock Creek Road, FAS 446. These projects are estimated to cost approximately $60,000 with no cost to the State.

The three PL 606 projects are all for bridge repairs. One bridge is over Rock Creek on French Charlie Road No. 703; another is over Willow Creek on Lower Willow Creek Road No. 723; and the third bridge is over Willow Creek on Rhea Road No. 729. These bridges are estimated to cost approximately $47,700 with no cost to the State.

These projects will be on the agenda for the May 29 meeting and I recommend your approval.

bc: C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
L. W. Rulien
V. E. Skoog
J. H. Versteeg
V. D. Wolfe
H. S. Cox

Carl Williams
Gary Sund
R. E. Whipps

HR:mm cm

8077

5-10-74

GILLIAN COUNTY
ER Projects
January, 1974 Storm Damage

FAS 442: Upper Rock Creek Road, M.P. 4.3 to M.P. 6.3. Roadway damage restoration, $40,000.

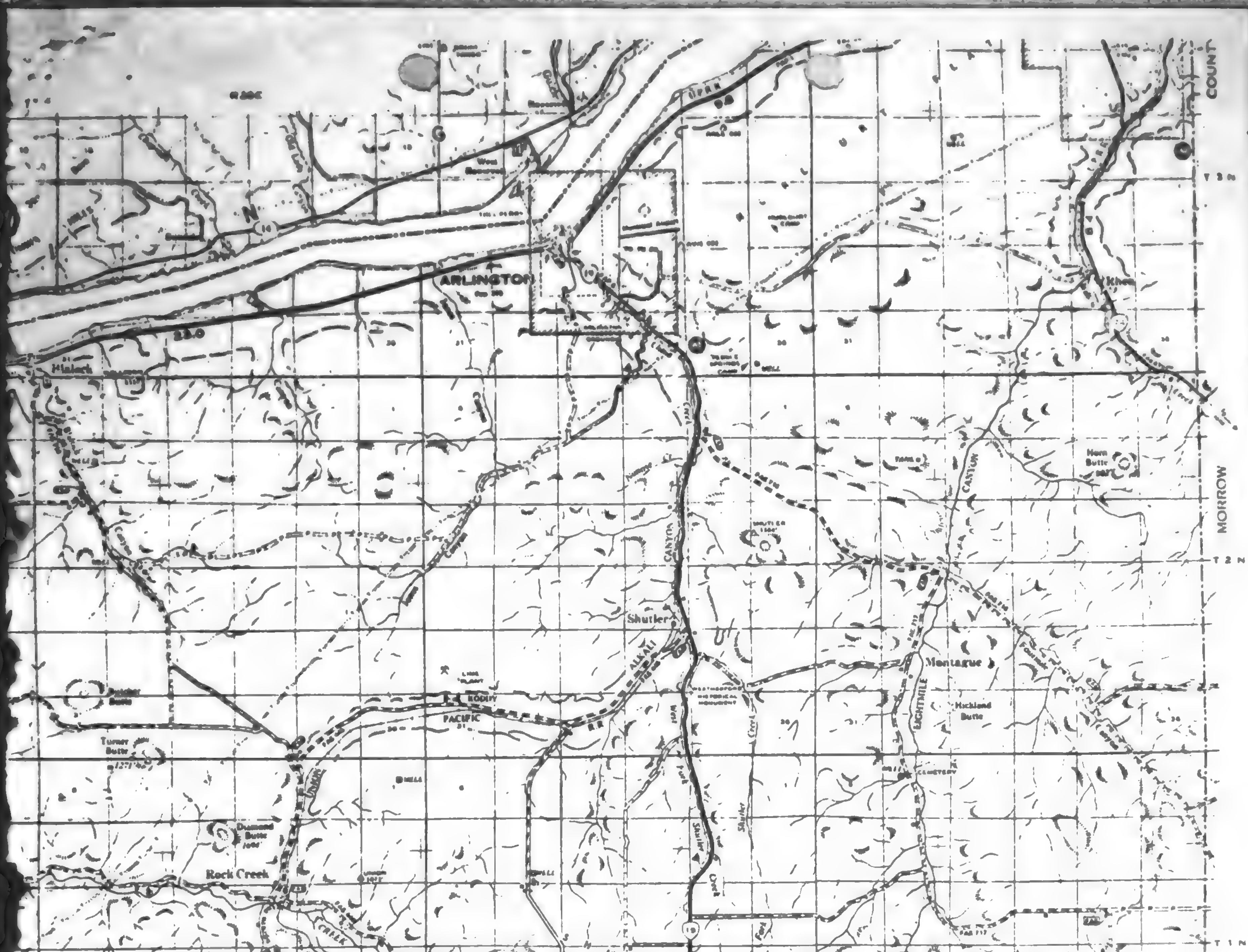
This project is to increase the capacity of some of the drainage facilities and restore intermittent portions of roadway along this section. Any necessary detouring will be the responsibility of the contractor.

FAS 446: Middle Rock Creek Road, M.P. 8.4 to M.P. 9.8. Roadway restoration, $20,000.

This project is to restore the roadway and do some channel work. Also to be included will be some riprapping to prevent future erosion from storm damage.

State is to make the survey and plans and award a contract on each of these projects.

74-c
ER Projects
5/10/74



Middle Rock Creek Road
FAS 476

Upper Rock Creek Rd
FAS 448

"ER" Jan 1974
Storm Damage

Gilliam County

GENERAL HIGHWAY MAP

RECEIVED
COUNTY & CITY SECTION
MAY 8 1974
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

## COUNTY ROAD ER PROJECT REQUEST

Name of County Gillian FAS No. 442 Date 5-2-74

County Road Name Upper Rock Creek, County Road No. 757

Section Name

Type of Project Emergency Relief Project

Location of Project (Attach sketch map) 1S 22 EWM Section s 32, etc.

ADT Design Speed

Is this request for county bridge design only? Yes No

county FAS bridge design? Yes No

Will County hire consultant for this project? Yes No

(If answer is Yes, then all aspects of PPM 40-6 must be observed.)

## I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type Gravel Total Travel Width 20'
   (AC, Pug Cold Mix, Penetration Mat)

2. Shoulders: Type Gravel Width Each Side
   (AC, Pug Cold Mix, Oil Mat) Total Top Width

3. Grading & Drainage:
   By County County Date of Completion By Contract ✓

4. Bottom Base Course:
   By County County Date of Completion By Contract ✓
   Has base design been given to County? Yes No
   Will it be furnished? Yes No

5. Leveling Course:
   By County County Date of Completion By Contract ✓

6. Binder Course:
   By County County Date of Completion By Contract ✓

7. Traveled Surface & Shoulders:
   By County County Date of Completion By Contract ✓

8. Clearing:
   By County County Date of Completion By Contract

9. Curbs:
   Curbs Required? Yes No ✓
   Type Desired (rolled, exposure, monolithic, special county standard, etc.)

   Width between curbs

10. Pedestrian Walkway & Bicycle Trails
Are walkways or trails desired? Yes________ No___✓___
If answer is No, which of the following applies?
Contrary to public safety________ Cost excessive to need or use________
Sparse population___✓___ Area exempt from bike law________
What is desired width of trail or walkway____________ft.
What type of surface treatment is desired____________________
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes________ No___✓___
What type of separation from roadway will be used?____________________
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes________ No___✓___
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes________ No___✓___

12. Will replacement be by: County__________ Contract__________
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. **Will County adjust structure to new grade?** Yes____ No__✓__

14. **Will County adjust structure to additional width?** Yes____ No__✓__

15. **Will adjusted width be standard?** Yes__✓__ No____
**(NOTE: Standard width of structure is traveled way plus full shoulders.)**

16. **Does County wish rounding of cutbanks?** Yes__✓__ No____

17. **Does County wish sight posts installed?** Yes__✓__ No____

18. Does County wish State to permanently stripe project? Yes____ No__✓__

19. Will County do striping? Yes____ No__✓__

20. Does County wish guardrail installed? Yes____ No__✓__
By County________ Contractor________
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes__✓__ No____
By seeding and mulching Yes__✓__ No____
By rock blanket Yes__✓__ No____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes____ No__✓__

23. Can through traffic be detoured? Yes____ No__✓__

24. Must new detour be constructed? Yes__✓__ No____

25. Will detour be constructed and maintained by County? Yes____ No ✓

26. Will detour be constructed & maintained by Contractor? Yes ✓ No____

27. Will County sign project outside work area during construction?
Yes____ No ✓

28. Will Contractor sign project outside work area during construction?
Yes ✓ No____

29. Should contract provide for permanent signing? Yes____ No ✓

30. Should State do permanent signing? Yes ✓ No____

31. Will traffic signals be required? Yes____ No ✓
If yes, give location and type desired____________________

32. Is project contingent upon other factors? Yes____ No ✓
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain____________________

Remarks re Section I:____________________

## II. BRIDGE PROJECT DATA

1. Name of river or stream____________________

2. Name of bridge____________________

3. Dimensions of existing bridge. Length________ Roadway Width________

4. Type of design and material used in existing bridge.____________________

5. Location (please attach map with location marked):____________________
Section__________ Township________________ Range________________ W.M.

6. Desired width of proposed bridge________________ Approx. length __________
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes______ No______
Upstream__________ Downstream____________ Width__________

8. Does County wish a particular type of bridge design? Yes______ No______
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.)____________________________________________
____________________________________________________________
(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes______ No______
Explain____________________________________________________
____________________________________________________________
____________________________________________________________

10. Foundation Testing: By County? Yes______ No______
By State? Yes______ No______

11. Will County close road during construction? Yes______ No______

12. Can presently established road be used as detour? Yes______ No______

13. Must a new detour be constructed? Yes______ No______

14. Will detour be constructed & maintained by County? Yes______ No______

15. Will detour be constructed & maintained by Contractor? Yes______ No______

16. Will County sign project outside work area during construction?
Yes______ No______

17. Will Contractor sign project outside work area during construction?
Yes______ No______

18. Approaches or Connections by County Yes______ No______
by Contractor Yes______ No______
Traveled surface: Type______________ Width______________
Shoulder surface: Type______________ Width______________
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes______ No______

N.W. quadrant distance from structure________________
N.E. quadrant distance from structure________________
S.W. quadrant distance from structure________________
S.E. quadrant distance from structure________________

20. Guardrail: Desired on approaches or connections: Yes_____ No_____
By County _______ Contractor_______
Right side only? Yes______ No______
Both sides? Yes______ No______

(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. Existing Structure: Remain in place? Yes_____ No_____
Use for detour? Yes_____ No_____
Removed by County? Yes_____ No_____
Removed by Contractor? Yes_____ No_____
Salvaged by Contractor for County? Yes_____ No_____

(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be:

By County? Yes_____ No_____
By Contractor? Yes_____ No_____

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes________ No________ Size___________
Company_________________________________________
b. Sanitary sewer mains: Yes________ No________ Size___________
Company_________________________________________
c. Storm sewer: Yes________ No________ Size___________
Company_________________________________________
d. Gas mains: Yes________ No________ Size___________
Company_________________________________________
e. Power lines: Yes________ No________ Size___________
Company_________________________________________
f. Telephone lines: Yes________ No________ Size___________
Company_________________________________________
g. Other Utilities:_________________________________________
_________________________________________

24. Does County wish provisions made for future utility attachment to structure? Yes________ No________

25. Does County wish lightpost bases and conduit installed?
Yes________ No________

26. Does County wish complete job of illumination in project?
Yes________ No________

27. Is project contingent upon other factors? Yes_______ No_______
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

**If yes, explain:** ______________________________

**Remarks re Section II:** ______________________________

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? [✓ Yes] No
   By Consultant? Yes [✓ No]
   By County? Yes [✓ No]
   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes [✓ No]

3. Construction plans and specifications to be prepared:
   By State? [✓ Yes] No
   By Consultant? Yes [✓ No]
   By County? Yes [✓ No]

4. **Does County desire center line to be permanently monumented as part of project?** Yes [✓ No]

5. **Does County desire right-of-way to be permanently monumented as part of project?** Yes [✓ No]
   (NOTE: Right-of-way monumenting will necessitate special programming.)

**Remarks re Section III:** (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

______________________________

## IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum 60' Minimum_______

2. Is any additional right-of-way needed? Yes_____ No ✓ (If answer is Yes, a hearing must be offered)

3. Will County acquire r/w and have State review negotiations? Yes____ No ✓

4. Should State negotiate & acquire right-of-way in behalf of County?
Yes_____ No ✓

5. Should State prepare options? Yes____ No ✓

6. Should material source site be included in right-of-way descriptions?
Yes_____ No ✓

7. Is there any merchantable timber on right-of-way?
Yes_____ No ✓

8. Will timber be reserved for owner? Yes_____ No ✓
If removed by County or individual, must be done prior advertisement for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes_____ No ✓

10. Is a hearing necessary? Yes_____ No ✓
(NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes_____ No ✓
If yes, give type and name of utility company:_______________________

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes_____ No ✓
If yes, give type and name of utility company:_______________________

13. Are utilities on existing right-of-way by permit ______ or
by franchise_______
(NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes______ No ✓
If yes, give name of irrigation company or district_______________________
and dates between which water can be turned off: From_______________
To_______________

15. Are there any railroad crossings? Yes_____ No ✓

16. Name of Railroad_______________________________

17. Number of tracks: Mainline______ Siding______ Total______

18. Sight Distance: ________________ (Left) __________________(Right)

19. Number of Trains: Passenger____________ Speed___________
Freight______________ Speed___________

20. Angle of Intersection: ________________________________________________

21. Type of Existing Crossing:
Grade _______
Overcrossing _______
Undercrossing _______

22. Existing Protection:
Advance warning signs______ Automatic flashing______ Stop signs______
Crossbucks ______ Automatic bell ______ Gates ______

23. Proposed Protection: _______________________________________________
_______________________________________________________________

24. Are there to be stopping lanes for buses and trucks, etc.
Yes______ No______

25. Will railroad crossing be altered: Yes______ No______
If yes, specify: ______________________________________________

26. Traffic Control Signing:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____

28. Does County wish State to prepare P.U.C. hearing data? Yes_____ No______

29. Will P.U.C. application be made by State_______ or County______?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No_____
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV______________________________________________
_______________________________________________________________
_______________________________________________________________

## V. MATERIAL SOURCES DATA

1. Gravel ________ Quarry ________ Cinders ________

2. Owner: County ____ State ____ Private ✓ Other ____

3. Location: During Construction along roadside Section ____ Township ____ Range ____ W.M.

4. If County lease, what are royalty payments? ________

5. Materials furnished by County: Borrow ____ Select Topping ____
   Base Course ____ Level Course ____ Mineral Agregates ____
   Location ________
   Miscellaneous Items ________

Remarks re Section V ________

## VI. FINANCIAL DATA

1. Estimated Cost: $ 38,500.00

2. Available FAS Funds $ ________

3. Does County wish advancement of future Federal funds? Yes ____ No ____
   Amount ________

4. Date match money is available ________

5. Will there be any 100% County money? Yes ____ No ____

6. Maximum amount of 100% County money available: $ ________

7. Date County requests letting: As soon as possible.

Remarks re Section VI ________

UNUSUAL OR COMPLICATED CIRCUMSTANCES: ________

This application is the express desire of the County.

**This application is not complete without an attached exhibit showing location of project.**

By ________
County Judge or Comm. Chairman

By ________
County Commissioner

By Lester Brooks
County Commissioner

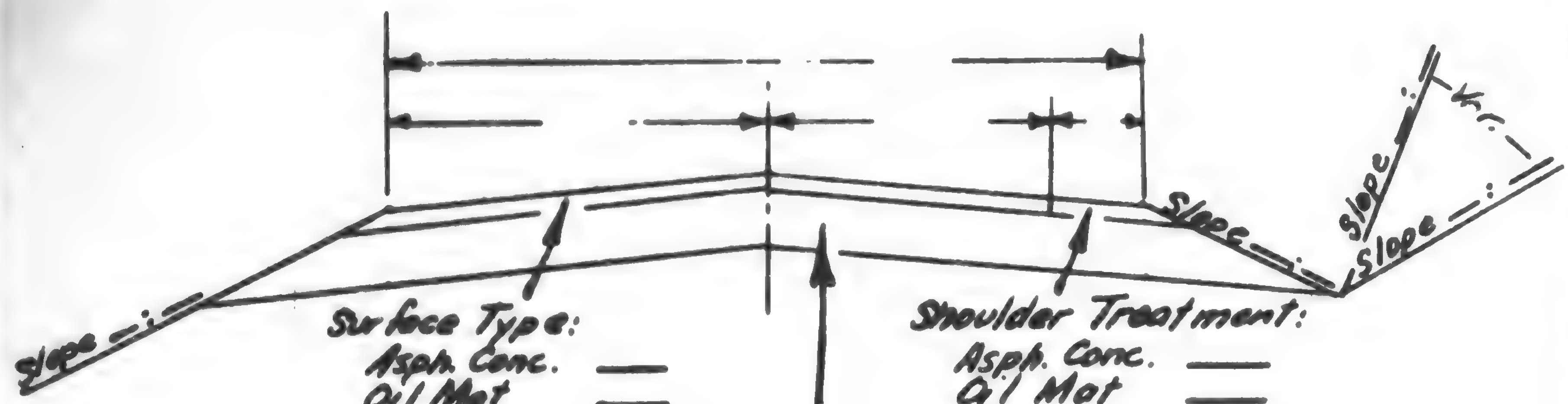
By ________
County Engineer or Roadmaster

County Gilliam County
Date 5-2-74

________
O.S.H.D. Field Engineer

Date 5-8-74

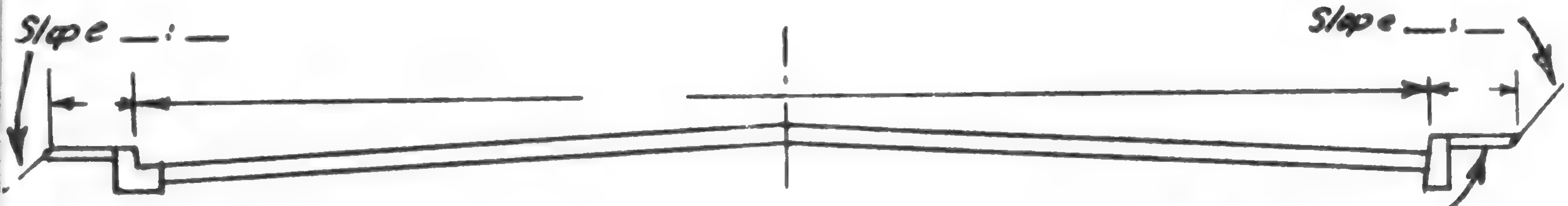
# TYPICAL SECTION



Surface Type:
Asph. Conc. ___
Oil Mat ___
Other Gravel

Shoulder Treatment:
Asph. Conc. ___
Oil Mat ___
Other ___

Type of Base:
Pit or Quarry Run XX
Crushed Stone ___
Asph. Treated ___
Cement Treated ___



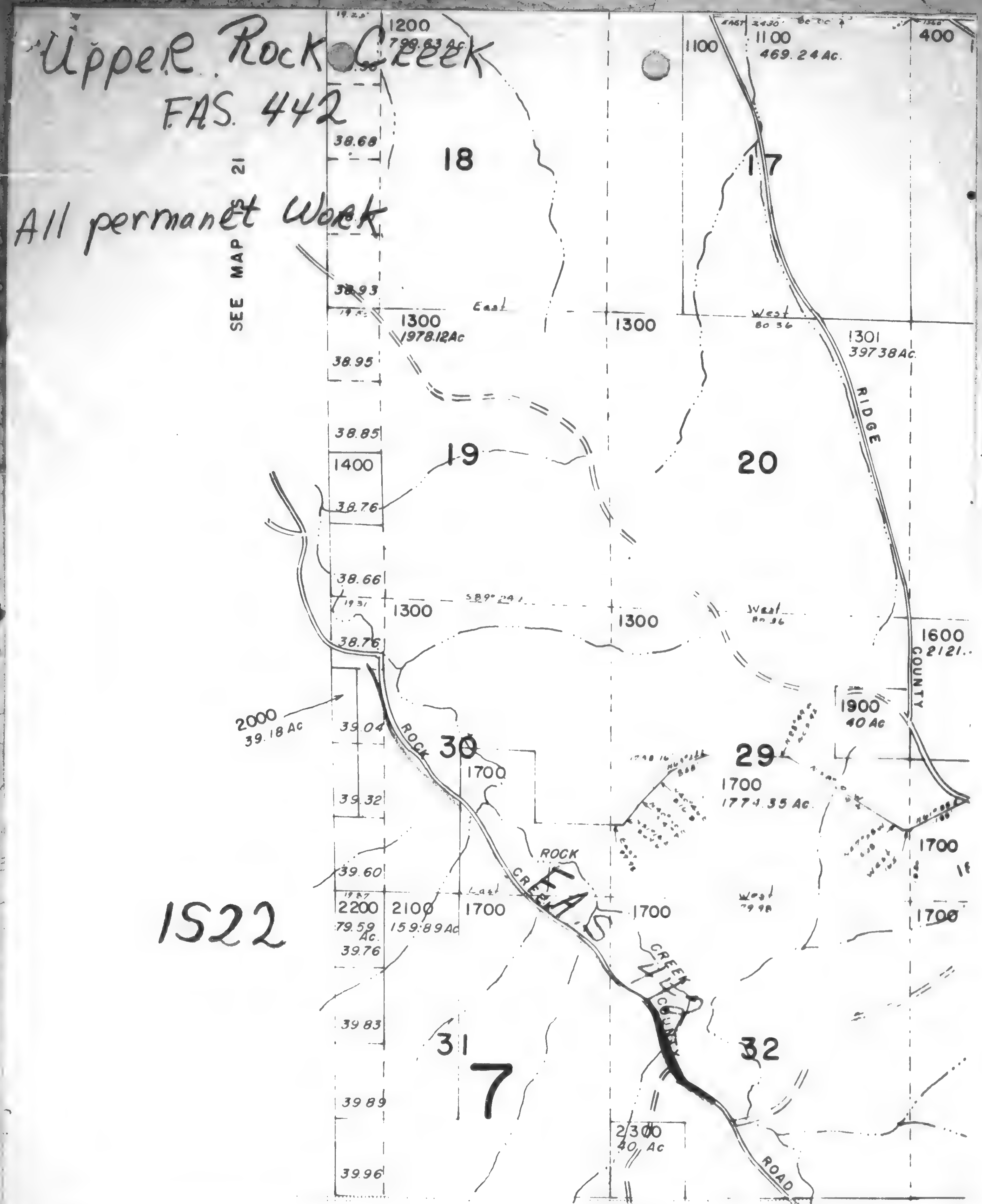
No. of Lanes 2
Lane Width 10'
Shoulder Width ___ or Shy Dist. from Curb ___
Median Width ___
Total Width between Curbs ___

Foot paths:
Asph. Conc. ___
Gravel ___

Curbs:
Type "C" ___
Curb & Gutter ___
Other ___

Upper Rock Creek
F.A.S. 442

All permanent Work



1S22

F.A.S. 442

7

RECEIVED
COUNTY & CITY SECTION
MAY 8 1974
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

## COUNTY ROAD ~~FAS-C~~ ER PROJECT REQUEST

Name of County Gilliam FAS No. 446 Date 5-2-74
County Road Name Middle Rock Creek, County Road No. 540
Section Name
Type of Project Emergency Relief Project
Location of Project (Attach sketch map) 1S21 EWM
ADT Design Speed

Is this request for county bridge design only? Yes No
county FAS bridge design? Yes No
Will County hire consultant for this project? Yes No
(If answer is Yes, then all aspects of PPM 40-6 must be observed.)

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type Gravel Total Travel Width 20'
   (AC, Pug Cold Mix, Penetration Mat)

2. Shoulders: Type Gravel Width Each Side
   (AC, Pug Cold Mix, Oil Mat) Total Top Width

3. Grading & Drainage:
   By County County Date of Completion By Contract ✓

4. Bottom Base Course:
   By County County Date of Completion By Contract ✓
   Has base design been given to County? Yes No
   Will it be furnished? Yes No

5. Leveling Course:
   By County County Date of Completion By Contract ✓

6. Binder Course:
   By County County Date of Completion By Contract ✓

7. Traveled Surface & Shoulders:
   By County County Date of Completion By Contract ✓

8. Clearing:
   By County County Date of Completion By Contract

9. Curbs:
   Curbs Required? Yes No ✓
   Type Desired (rolled, exposure, monolithic, special county standard, etc.)
   Width between curbs

10. Pedestrian Walkway & Bicycle Trails
Are walkways or trails desired? Yes__________ No____✓____
If answer is No, which of the following applies?
Contrary to public safety_________ Cost excessive to need or use__________
Sparse population_____✓_____ Area exempt from bike law______________
What is desired width of trail or walkway______________ft.
What type of surface treatment is desired______________________________
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes__________ No____✓_______
What type of separation from roadway will be used?_______________________
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes__________ No____✓_____
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes__________ No____✓_____

12. Will replacement be by: County___________ Contract____________
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes____ No__✓__

14. Will County adjust structure to additional width? Yes____ No__✓__

15. Will adjusted width be standard? Yes__✓__ No_____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes__✓__ No_____

17. Does County wish sight posts installed? Yes__✓__ No_____

18. Does County wish State to permanently stripe project? Yes_____ No__✓__

19. Will County do striping? Yes_____ No__✓__

20. Does County wish guardrail installed? Yes_____ No__✓__

By County________ Contractor________
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes__✓__No_____
By seeding and mulching Yes__✓__No_____
By rock blanket Yes__✓__No_____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes_____No__✓__

23. Can through traffic be detoured? Yes__✓__No_____

24. Must new detour be constructed? Yes__✓__No_____

25. Will detour be constructed and maintained by County? Yes_____ [✓ No]

26. Will detour be constructed & maintained by Contractor? [✓ Yes] No_____

27. Will County sign project outside work area during construction?
Yes_____ [✓ No]

28. Will Contractor sign project outside work area during construction?
[✓ Yes] No_____

29. Should contract provide for permanent signing? Yes_____ [✓ No]

30. Should State do permanent signing? [✓ Yes] No_____

31. Will traffic signals be required? Yes_____ [✓ No]
If yes, give location and type desired_____________________________

32. Is project contingent upon other factors? Yes_____ [✓ No]
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain_____________________________

Remarks re Section I:_____________________________

## II. BRIDGE PROJECT DATA

1. Name of river or stream_____________________________
2. Name of bridge_____________________________
3. Dimensions of existing bridge. Length_______ Roadway Width_______
4. Type of design and material used in existing bridge._____________________________
5. Location (please attach map with location marked):_____________________________
Section________ Township_______________ Range_________________ W.M.
6. Desired width of proposed bridge_______________ Approx. length _________
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. **Are sidewalks desired?** **Yes**______ **No**______
**Upstream**__________ **Downstream**__________ **Width**__________

8. **Does County wish a particular type of bridge design?** **Yes**______ **No**______
**(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.)**______________________________________________
______________________________________________
**(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)**

9. **Will County furnish any materials for bridge?** **Yes**______ **No**______
**Explain**______________________________________________
______________________________________________
______________________________________________

10. **Foundation Testing:** By County? **Yes**______ **No**______
By State? **Yes**______ **No**______

11. **Will County close road during construction?** **Yes**______ **No**______

12. **Can presently established road be used as detour?** **Yes**______ **No**______

13. **Must a new detour be constructed?** **Yes**______ **No**______

14. **Will detour be** constructed & maintained by County? **Yes**______ **No**______

15. **Will detour be** constructed & maintained by Contractor? **Yes**______ **No**______

16. **Will County sign project outside work area during construction?**
**Yes**______ **No**______

17. **Will Contractor sign project outside work area during construction?**
**Yes**______ **No**______

18. **Approaches or Connections** by County **Yes**______ **No**______
by Contractor **Yes**______ **No**______
**Traveled surface:** Type______________ Width______________
**Shoulder surface:** Type______________ Width______________
**(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)**

19. **Are there any side approaches into main roadway within 200 feet of structure?**
**Yes**______ **No**______

**N.W. quadrant distance from structure**______________
**N.E. quadrant distance from structure**______________
**S.W. quadrant distance from structure**______________
**S.E. quadrant distance from structure**______________

20. **Guardrail:** Desired on approaches or connections: Yes_____ No_____
By County _______ Contractor_______
Right side only? Yes______ No______
Both sides? Yes_____ No_____

(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. **Existing Structure:** Remain in place? Yes_____ No_____
Use for detour? Yes_____ No_____
Removed by County? Yes_____ No_____
Removed by Contractor? Yes_____ No_____
Salvaged by Contractor for County? Yes_____ No_____

(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be:

By County? Yes_____ No_____
By Contractor? Yes_____ No_____

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes________ No________ Size___________
Company______________________________________________
b. Sanitary sewer mains: Yes________ No________ Size___________
Company______________________________________________
c. Storm sewer: Yes________ No________ Size___________
Company______________________________________________
d. Gas mains: Yes________ No________ Size___________
Company______________________________________________
e. Power lines: Yes________ No________ Size___________
Company______________________________________________
f. Telephone lines: Yes________ No________ Size___________
Company______________________________________________
g. Other Utilities:______________________________________
_____________________________________________________

24. Does County wish provisions made for future utility attachment to structure? Yes________ No________

25. Does County wish lightpost bases and conduit installed?
Yes________ No________

26. Does County wish complete job of illumination in project?
Yes________ No________

27. Is project contingent upon other factors? Yes_______ No_______
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: ____________________

Remarks re Section II: ____________________

## III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? [✓ Yes] No
   By Consultant? Yes [✓ No]
   By County? Yes [✓ No]
   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes [✓ No]

3. Construction plans and specifications to be prepared:
   By State? [✓ Yes] No
   By Consultant? Yes [✓ No]
   By County? Yes [✓ No]

4. Does County desire center line to be permanently monumented as part of project? Yes [✓ No]

5. Does County desire right-of-way to be permanently monumented as part of project? Yes [✓ No]
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

____________________

## IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum __60'__ Minimum _____

2. Is any additional right-of-way needed? Yes_____ No__✓__

3. Should State prepare options? Yes__✓__ No_____

4. Should State negotiate & acquire right-of-way in behalf of County? Yes___ No___

5. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes_____ No_____

6. Should material source site be included in right-of-way descriptions? Yes__✓__ No_____

7. Is there any merchantable timber on right-of-way? Yes_____ No__✓__

8. Will timber be reserved for owner? Yes_____ No__✓__
If removed by County or individual, must be done prior advertisement for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes_____ No__✓__

10. Is a hearing necessary? Yes_____ No__✓__
(NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes_____ No__✓__
If yes, give type and name of utility company:_____________________
_____________________________________________

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes_____ No__✓__
If yes, give type and name of utility company:_____________________
_____________________________________________

13. Are utilities on existing right-of-way by permit _____ or by franchise_____
(NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes_____ No__✓__
If yes, give name of irrigation company or district_____________________
_____________________________________________
and dates between which water can be turned off: From_______________
To_______________

15. Are there any railroad crossings? Yes_____ No__✓__

16. Name of Railroad_____________________________________________

17. Number of tracks: Mainline______ Siding______ Total______

18. Sight Distance: ________________ (Left) __________________(Right)

19. Number of Trains: Passenger____________ Speed___________
Freight______________ Speed___________

20. Angle of Intersection:________________________________________________

21. Type of Existing Crossing: Grade _______
Overcrossing _______
Undercrossing _______

22. Existing Protection:
Advance warning signs______ Automatic flashing______ Stop signs______
Crossbucks ______ Automatic bell ______ Gates ______

23. Proposed Protection:__________________________________________________
______________________________________________________________________

24. Are there to be stopping lanes for buses and trucks, etc.
Yes______ No______

25. Will railroad crossing be altered: Yes______ No______
If yes, specify:_________________________________________________________

26. Traffic Control Signing:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____

28. Does County wish State to prepare P.U.C. hearing data? Yes_____ No______

29. Will P.U.C. application be made by State_______ or County______?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No_____
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV____________________________________________________
______________________________________________________________________
______________________________________________________________________

## V. MATERIAL SOURCES DATA

1. Gravel ________ Quarry ________ Cinders ________

2. Owner: County ____ State ____ Private ____ Other ____

3. Location: ________ Section ____ Township ________ Range ______ W.M.

4. If County lease, what are royalty payments? ________

5. Materials furnished by County: Borrow ______ Select Topping ______
   Base Course ______ Level Course ______ Mineral Agregates ______
   Location ________
   Miscellaneous Items ________

Remarks re Section V ________

## VI. FINANCIAL DATA

1. Estimated Cost: $ 19,000.00

2. Available FAS Funds $ ________

3. Does County wish advancement of future Federal funds? Yes ____ No ____
   Amount ________

4. Date match money is available ________

5. Will there be any 100% County money? Yes ____ No ____

6. Maximum amount of 100% County money available: $ ________

7. Date County requests letting: As soon as possible.

Remarks re Section VI ________

UNUSUAL OR COMPLICATED CIRCUMSTANCES: ________

This application is the express desire of the County.

**This application is not complete without an attached exhibit showing location of project.**

By ________
County Judge or Comm. Chairman

By Clarence Potter
County Commissioner

By Lester Brooks
County Commissioner

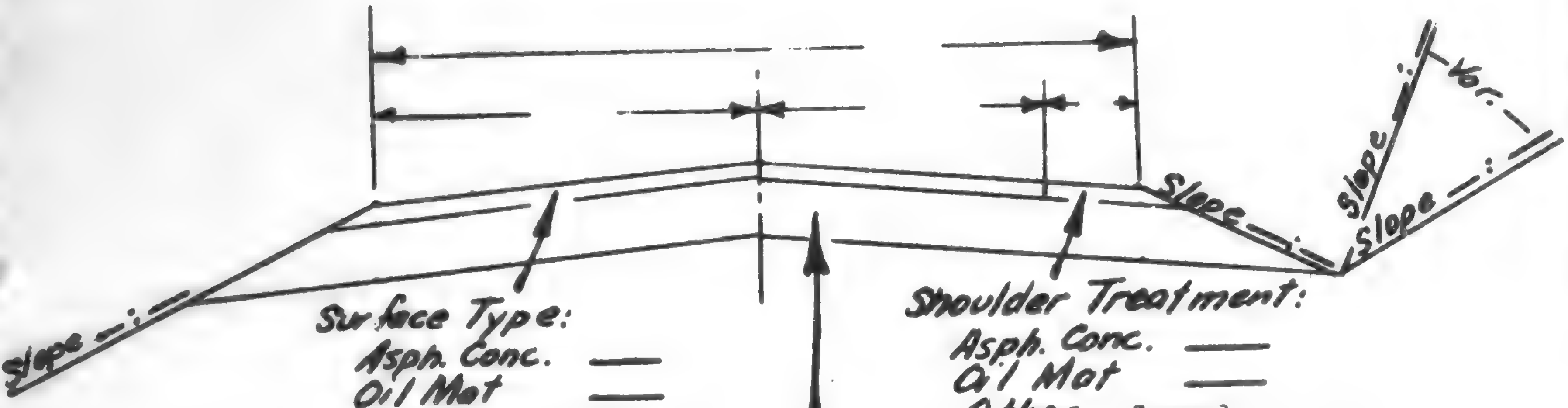
By ________
County Engineer or Roadmaster

County Gilliam County
Date 5-2-74

________
O.S.H.D. Field Engineer

Date 5-8-74

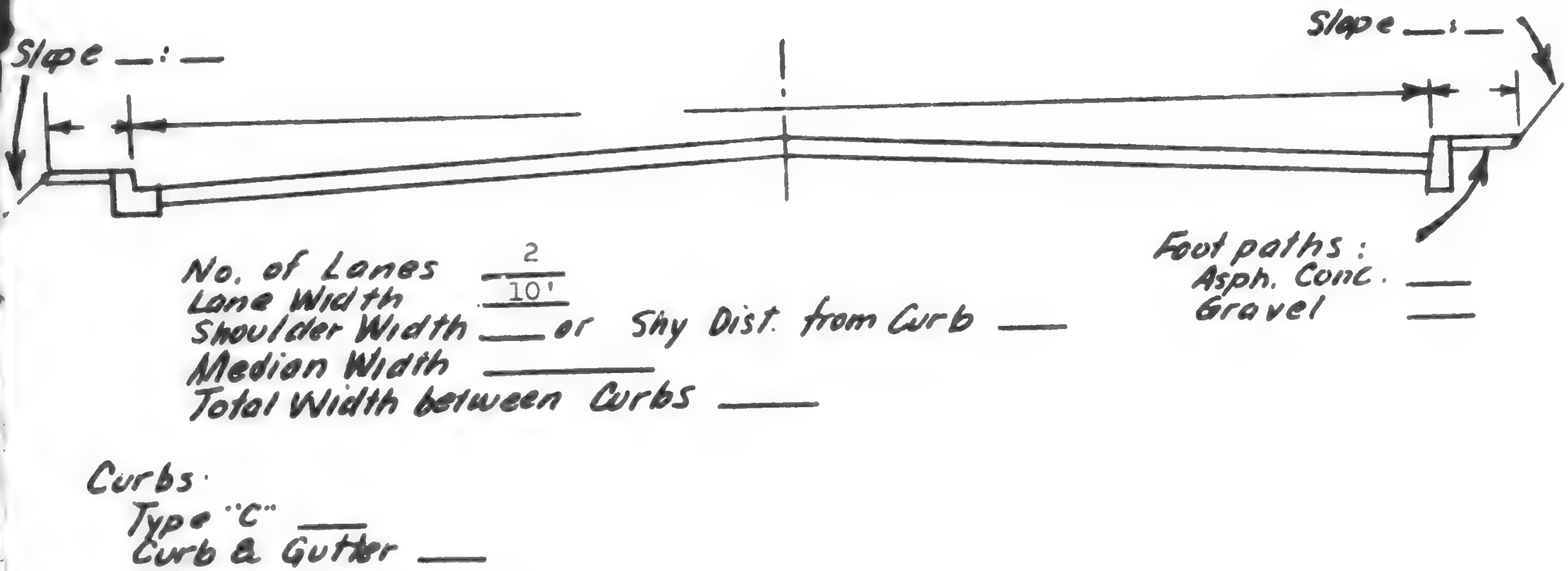
# TYPICAL SECTION



Surface Type:
Asph. Conc. ___
Oil Mat ___
Other Gravel

Shoulder Treatment:
Asph. Conc. ___
Oil Mat ___
Other Gravel

Type of Base:
Pit or Quarry Run XX
Crushed Stone ___
Asph. Treated ___
Cement Treated ___



Foot paths:
Asph. Conc. ___
Gravel ___

No. of Lanes 2
Lane Width 10'
Shoulder Width ___ or Shy Dist. from Curb ___
Median Width ___
Total Width between Curbs ___

Curbs:
Type "C" ___
Curb & Gutter ___
Other ___

Middle Rock Creek

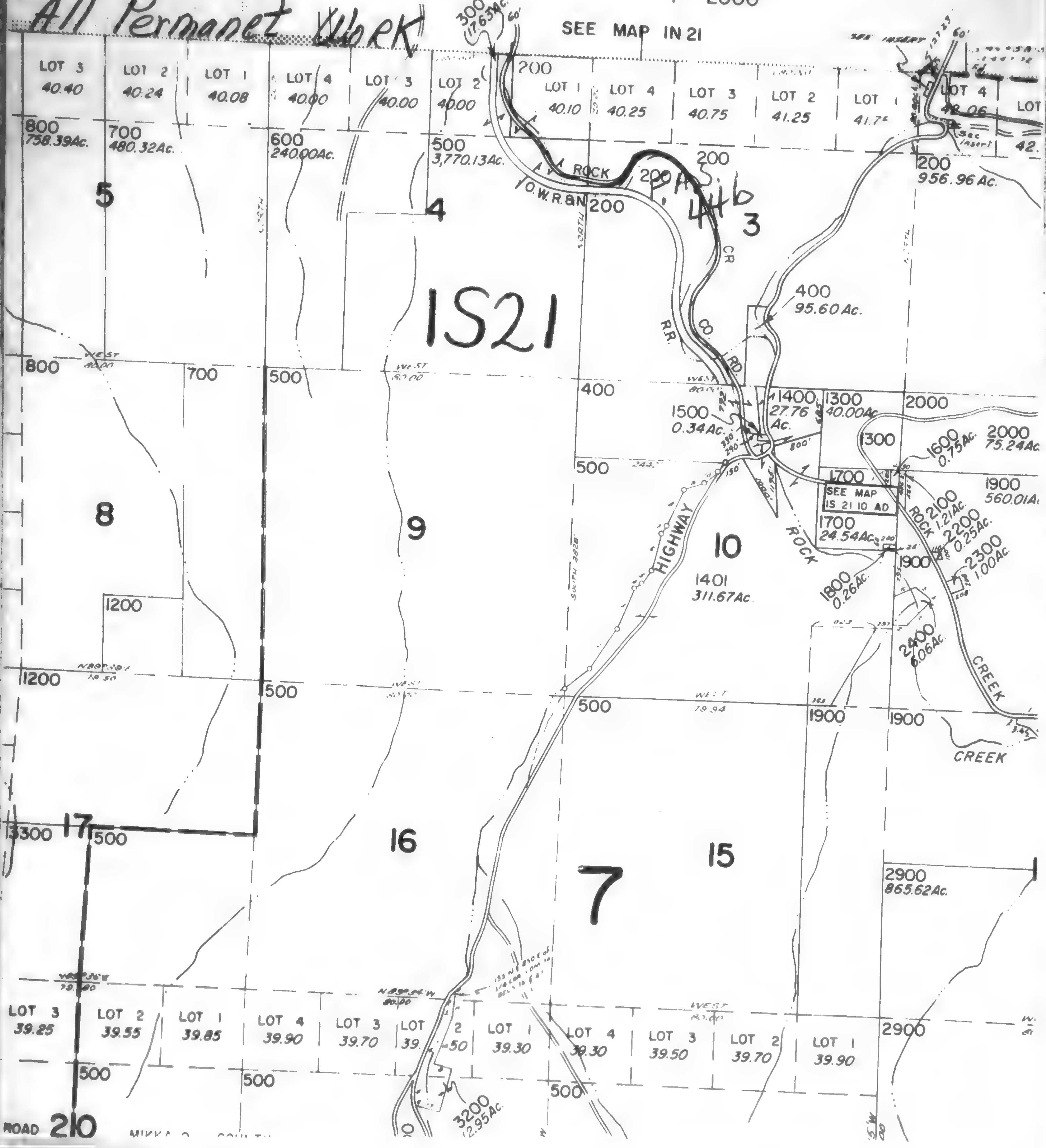
FAS 446

**T1S R21E W.M.**

**GILLIAM COUNTY**

1" = 2000'

All Permanet Work



ER/FAS
Gilliam Co

INITIAL &
X

10 1 Gilliam Oregon

L. Asburry, OSHD, Resident Engineer, R. Sandman, OSHD, Const Engr Region 4

4-22-75 D. B. Carter, Area Engineer ER-311(1)

Satisfactory Satisfactory 41/200-21 100

## ROCK CREEK SECTION
## FAS 442 & 446
## Flood Repairs
## Gilliam County

This project provided for permanent repairs to Rock Creek Road (FAS 442 & 446) located in Gilliam County. The work consisted of intermittent grading, slope repair, riprapping and drainage correction.

The work was complete on March 26, 1975 at which time 41 days of the 200 allotted days had been used. The large discrepancy in the days used vs. the allotted time resulted when the contractor was able to complete the work before the deadline for working in the stream. Additional contract ime had been allowed to include the "no work in the stream" period.

The final contract of approximately $50,000 will underrun the bid amount of $60,593 by approximately 20%. The underrun resulted when the plan excavation was not developed during the work.

The Contractor for the project was D. McD. Inc. of La Grande, Oregon.

In conformance with current Division Office intructions, this inspection consisted of the visual inspection of the completed work in the field. The Resident Engineer indicated the project has been completed in substantial conformity with the plans and specifications.

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OCT 20 1975
☐ ENGR. ☐ C.JR. ☑ C.E. ☐ A.E. ☐ UE
☐ OPE ☐ CS ☐ RE ☐ BPE ☐

COUNTY-CITY
FEDERAL AID
OCT 20 1975
REMARKS

er-fas

# EMERGENCY RELIEF PROJECTS - DAMAGE ASSESSMENT REPORT

Date of Inspection 3/6/74 Disaster 1/25/74 Applicant Gilliam County

Inspection Made By Marritt, Kennedy, Carter Type of Work: T - Temporary Emergency Work

3-6-74

| Road Name | System | M.P. | Photo No. | Type Work | Description and/or Materials | Quantity | Unit | Unit Price | Cost | |
|---|---|---|---|---|---|---|---|---|---|---|
| Upper Rock Creek<br>FAS 442<br>Site 3 | S | | | T | Work required to open road | | LS | | 200.00 | MP 4.3 A s<br>the road at |
| | | 4.3 | 7-1 | P | 9'6"x6'5" pipe arch | 80 | 1f | 120.00 | 9,600.00 | considerabl |
| | | | | | Concrete headwall | 5 | cy | 150.00 | 750.00 | Repair of t |
| | | | | | Embankment in place | 4000 | cy | 2.00 | 8,000.00 | placing a c |
| | | | | | Gravel surfacing | 360 | cy | 5.00 | 1,800.00 | handle the<br>require rai |
| | | 4.5-4.7 | | P | 65"x40" pipe arch | 40 | 1f | 40.00 | 1,600.00 | Also cleanu |
| | | | | | Embankment in place | 2000 | cy | 2.00 | 4,000.00 | road. |
| | | | | | Gravel surfacing | 180 | cy | 5.00 | 900.00 | MP 4.5-4.7 |
| | | 5.6 | | P | 48" CMP | 60 | 1f | 25.00 | 1,500.00 | exceeded th |
| | | | | | General excavation | 1000 | cy | 2.00 | 2,000.00 | water to ru |
| | | | | | Gravel surfacing | 180 | cy | 5.00 | 900.00 | approximate |
| | | | | | Irrigation ditch adjustment | | LS | | 500.00 | erosion an<br>road. Rep |
| | | 6.3 | | | 24" CMP | 40 | 1f | 12.00 | 480.00 | culvert. |
| | | | | | | | | | 32.030/00 | MP 5.6 A |
| | | | | | 20% Engineering & contingencies | | | | 6,406.00 | on to the |
| | | | | | | | | | 38,436.00 | and erosio<br>grade, pro<br>culvert. |
| | | | | | Summary:<br>Temporary $200<br>Permanent $38,500 | | | | | MP 6.3 An<br>small. In<br>clean out<br><br>County for |

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APR 18 1974
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

## EMERGENCY RELIEF PROJECTS - DAMAGE ASSESSMENT REPORT

Form FHWA-68

3/6/74 Disaster 1/25/74 Applicant Gilliam County Page 1 of 1

By Merritt, Kennedy, Carter

Type of Work: T - Temporary Emergency Work P - Permanent Repairs

| System | M.P. | Photo No. | Type Work | Description and/or Materials | Quantity | Unit | Unit Price | Cost | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| S | | | T | Work required to open road | | LS | | 200.00 | |
| | 4.3 | 7-1 | P | 9'6"x6'5" pipe arch | 80 | lf | 120.00 | 9,600.00 | MP 4.3 A side drainage ran down the road at this location leaving considerable material on the road. Repair of this area should involve placing a culvert adequate to handle the flow. This will require raising the grade slightly Also cleanup material left on the road. |
| | | | | Concrete headwall | 5 | cy | 150.00 | 750.00 | |
| | | | | Embankment in place | 4000 | cy | 2.00 | 8,000.00 | |
| | | | | Gravel surfacing | 360 | cy | 5.00 | 1,800.00 | |
| | 4.5-4.7 | | P | 65"x40" pipe arch | 40 | lf | 40.00 | 1,600.00 | MP 4.5-4.7 A side drainage runoff exceeded the flow causing water to run down the road for approximately 0.2 mile causing erosion and siltation of the road. Replace culvert with larger culvert. |
| | | | | Embankment in place | 2000 | cy | 2.00 | 4,000.00 | |
| | | | | Gravel surfacing | 180 | cy | 5.00 | 900.00 | |
| | 5.6 | | P | 48" CMP | 60 | lf | 25.00 | 1,500.00 | MP 5.6 A side drainage ran out on to the road causing siltation and erosion of the road. Raise grade, provide channel, install culvert. |
| | | | | General excavation | 1000 | cy | 2.00 | 2,000.00 | |
| | | | | Gravel surfacing | 180 | cy | 5.00 | 900.00 | |
| | | | | Irrigation ditch adjustment | | LS | | 500.00 | |
| | 6.3 | | | 24" CMP | 40 | lf | 12.00 | 480.00 | MP 6.3 An 18" CMP was too small. Install 24" CMP and clean out basin. |
| | | | | | | | | 32.030/00 | |
| | | | | 20% Engineering & contingencies | | | | 6,406.00 | |
| | | | | | | | | 38,436.00 | |
| | | | | Summary:<br>Temporary $200<br>Permanent $38,500 | | | | | County forces except large pipe. |

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☐ UPE ☐ CE ☐ RE ☐ RPE ☐

**Site 3, Upper Rock Creek Road, FAS 442**

On this road several side drainages have left considerable material on the road. At MP 4.3 Spring Hollow Creek crosses the road in a dipped crossing. Due to the nature of this road and to prevent further damage a culvert has been included at this area. A vicinity study should be made at this site to determine the feasibility and size of the actual culvert installation. Repairs will include raising the grade, placing a concrete headwall on the pipe and replacing the surfacing lost. At MP 4.5 an existing culvert is not large enough. It will be replaced with a larger pipe. Drainage improvements will also be made at MP 5.6 and 6.3 to prevent these side drainages from running down the road during periods of high flow.

The county may request the State to do some of the repairs on this road. The county will do the remainder of the repair work.

Summary:

| Temporary | Permanent | Total |
|---|---|---|
| 200.00 | 38,500.00 | 38,700.00 |

Looking east in the vicinity of the Spring Hollow Crossing.

3-1-74

## EMERGENCY RELIEF PROJECTS - DAMAGE ASSESSMENT REPORT

Date of Inspection 3/1/74 Disaster 1/25/74 Applicant Gilliam County

Inspection Made By Merritt, Kennedy, Carter Type of Work: T - Temporary Emergency Work

| Road Name | System | M.P. | Photo No. | Type Work | Description and/or Materials | Quantity | Unit | Unit Price | Cost | |
|---|---|---|---|---|---|---|---|---|---|---|
| Middle Rock | S | 8.4 | 5-1 | T | Work required to open road | | LS | | 200.00 | High water of |
| Creek Road | | 8.5 | 5-2 | | | | | | | eroded into th |
| FAS 446 | | 9.2 | 5-3 | P | Slope protection | 700 | cy | 5.00 | 3,500.00 | protection wil |
| | | 9.3 | 5-4 | | Excavation | 3000 | cy | 2.00 | 6,000.00 | these location |
| Site | | 9.8 | 5-5 | | Trucks 10-12 yd | 144 | hr | 12.00 | 1,728.00 | eroded areas a |
| | | | | | Loader | 48 | hr | 22.00 | 1,056.00 | further damage |
| | | | | | Grader | 48 | hr | 13.75 | 660.00 | work will be d |
| | | | | | Dozer | 40 | hr | 15.00 | 600.00 | |
| | | | | | Gravel | 750 | cy | 3.00 | 2,250.00 | MP 9.0 - At th |
| | | | | | | | | | 15,794.00 | of Rock Creek |
| | | | | | | | | | | road depositin |
| | | | | | 20% Engineering & contingencies | | | | 3,159.00 | and eroding th |
| | | | | | | | | | | point exists a |
| | | | | | TOTAL | | | | 18,953.00 | which can be d |
| | | | | | | | | | | the riprap for |
| | | | | | | | | | | addition the |
| | | | | | | | | | | location will |
| | | | | | | | | | | further overto |
| | | | | | | | | | | |
| | | | | | | | | | | In addition to |
| | | | | | | | | | | runoff from th |
| | | | | | | | | | | fields deposit |
| | | | | | | | | | | dirt on the ro |
| | | | | | | | | | | areas which wo |
| | | | | | | | | | | more than norm |
| | | | | | | | | | | areas existed |
| | | | | | | | | | | gravel allowan |
| | | | | | | | | | | included to pr |
| | | | | | | | | | | in these areas |

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☐ UPE ☐ OE ☐ RE ☐ RPE ☐

## EMERGENCY RELIEF PROJECTS - DAMAGE ASSESSMENT REPORT

Form FHWA-68

tion 3/1/74 Disaster 1/25/74 Applicant Gilliam County Page 1 of 1

By Merritt, Kennedy, Carter

Type of Work: T - Temporary Emergency Work P - Permanent Repairs

| System | M.P. | Photo No. | Type Work | Description and/or Materials | Quantity | Unit | Unit Price | Cost | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| S | 8.4 | 5-1 | T | Work required to open road | | LS | | 200.00 | High water of Rock Creek has eroded into the roadbed. Slope protection will be placed at these locations to repair the eroded areas and to prevent further damage. Misc. channel work will be done at MP 9.3.<br>MP 9.0 - At this location water of Rock Creek came over the road depositing debris on the road and eroding the bank. A rock point exists at this location which can be developed for all the riprap for the road. In addition the grade at this location will be raised to prevent further overtopping.<br>In addition to the above damage runoff from the adjacent wheat fields deposited considerable dirt on the road. I counted 13 areas which would be considered more than normal. Many other areas existed beyond the 13. A gravel allowance has been included to provide gravel in these areas. |
| | 8.5 | 5-2 | | | | | | | |
| | 9.2 | 5-3 | P | Slope protection | 700 | cy | 5.00 | 3,500.00 | |
| | 9.3 | 5-4 | | Excavation | 3000 | cy | 2.00 | 6,000.00 | |
| | 9.8 | 5-5 | | Trucks 10-12 yd | 144 | hr | 12.00 | 1,728.00 | |
| | | | | Loader | 48 | hr | 22.00 | 1,056.00 | |
| | | | | Grader | 48 | hr | 13.75 | 660.00 | |
| | | | | Dozer | 40 | hr | 15.00 | 600.00 | |
| | | | | Gravel | 750 | cy | 3.00 | 2,250.00 | |
| | | | | | | | | 15,794.00 | |
| | | | | 20% Engineering & contingencies | | | | 3,159.00 | |
| | | | | TOTAL | | | | 18,953.00 | |

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☐ UPE ☐ CE ☐ RE ☐ RPE ☐

**Site 5, Middle Rock Creek Road, FAS 446**

Damage on this road consists of numerous silted areas and erosion of the roadbed by high water of Rock Creek. The silted areas are considered significant due to their extent and the quantity of material deposited on the road. The roadbed was also eroded at several areas due to the high water of Rock Creek. At MP 9.0 water crossed over the road. At this location a rock bluff exists which could provide the slope protection needed on this route for repairs. Additional material will be obtained from this point to raise the grade in this area to prevent further flooding.

The county forces will do the work with the possible exception of the work involved in drilling and shooting the bluff.

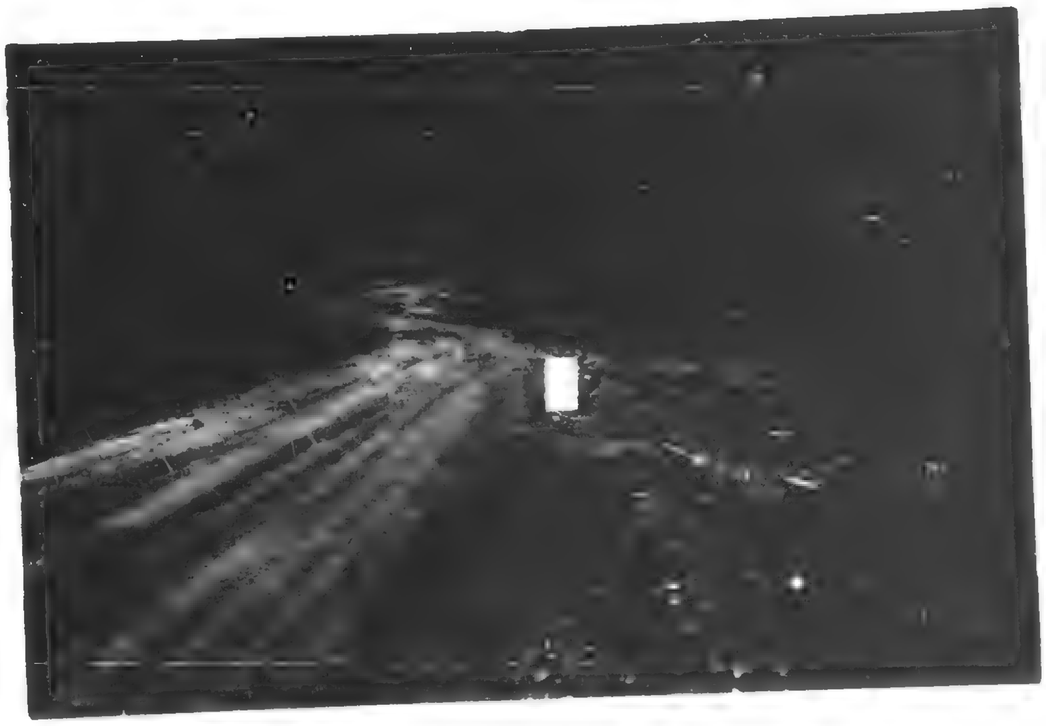
Summary:

| Temporary | Permanent | Total |
|---|---|---|
| 200.00 | 19,000.00 | 19,200.00 |

Typical siltation of the road

Eroded area at Site [illegible].

Eroded area at Site [illegible].



Site [redacted] MP 9.0 looking east.

Site [redacted] MP 9.0 looking west.

# LOCATION ENGINEERS REPORT

Upper Rock Creek Road
FAS 442
Gilliam County
Prefix No. 511-1494-01

This project involves raising road grade, installation of culverts, settlement basins and related channel work at four different locations (identified as Mile Posts 4.3, 4.7, 5.6 and 6.3) as repair of January 1974 high water damages on Gilliam Countys Upper Rock Creek Road, FAS 442.

## MILE POST 4.3

High water from side drainage ran onto road and inundated roadway both sides of existing stream crossing, causing erosion as well as depositing material on road. No drainage structure exists at this location--runoff goes over the roadway.

It is intended to raise the grade of existing road and install an adequate culvert pipe, with headwall on inlet end, to carry drainage under roadway and to improve waterways.

As mentioned above, it is recommended that headwall with wingwalls be constructed on inlet end of culvert. It is also recommended that headwall should have beveled edges (approximately 3 inches of 1-1 bevel) at culvert opening. It is also recommended that outlet end of the culvert be square to allow possible future extension.

Culvert size shown on location data is a preliminary "guestimate" only and necessary adjustment should be made after completion of hydraulic study. Mr. Stephen H. MacNab has been over this site in the field.

## MILE POST 4.7

High water from side draw was in excess of the capacity of existing 24-inch culvert under road and overflow ran along road causing erosion as well as siltation on roadway.

It is intended to raise road grade, install culvert with headwall on inlet end, of sufficient capacity to carry runoff under roadway and to improve waterways. Dike along existing channel should be preserved.

As mentioned above, it is recommended that headwall with wingwalls be constructed on inlet end of culvert. It is recommended that headwall should have beveled edges (approximately 3 inches of 1-1 bevel) at culvert opening. It is also recommended that outlet end of this culvert be square to allow possible future entension.

Culvert size as shown on location data is a preliminary "guestimate" only and necessary adjustments should be made after completion of hydraulic study. Mr. Stephen H. MacNab has been over this site in the field.

## MILE POST 5.6

High water from side draw inundated roadway and flowed both directions along road causing erosion and depositing material on roadway.

Over the years an alluvium has developed at the bottom of this side draw and the roadway has been built over the area and consequently drainage actually comes onto roadway at a crest in road grade, thus causing water to flow both directions along road.

When the initial flood damage survey was made, it was intended to install a culvert pipe under road to carry water. There is no existing pipe under road. There is a dam on Rock Creek, upstream from this side drainage, and an irrigation ditch from above dam parralels Rock Creek. This irrigation ditch is between the road and Rock Creek. Because of this irrigation ditch, it was ultimately decided that concentration of runoff from culvert under roadway in area of side draw could cause damage to irrigation facilities and result in more of a problem to Gilliam County than runoff carrying down and across road.

As shown on plans, there is a cattle guard on roadway in vicinity of Station 20. It is not shown on plan, but approximately 250 feet ahead of Station 20 there is another crest in road grade and also another side draw where runoff comes onto roadway. The cattle guard is low point in roadway grade and consequently drainage from both directions of roadway collect at this point and flows over roadway and drains across brushy flat toward Rock Creek--See Project Pictures.

After discussion with Gilliam County Roadmaster, it was decided to construct channel change, with some adjustment of roadway grade to carry drainage from side draw to low area in existing road grade in vicinity of cattle guard where water will still collect and flow across roadway, but should eliminate damage by water flowing down roadway in opposite direction also.

It is then planned that roadway will ultimately be raised across vicinity of cattle guard and adequate drainage facilities be constructed to carry drainage under roadway and into Rock Creek upstream from dam and irrigation facilities.

Possibly further discussion and investigation should be made to see if this ultimate plan could be justified and included as a part of this project for high water damage repairs and effort to eliminate future damages.

## MILE POST 6.3

Runoff in excess of capacity of existing 12-inch CMP resulted in high water running down road and causing erosion and siltation on roadway.

Plans include replacement of existing CMP with a 24-inch culvert and raising road grade to facilitate the larger culvert at proper grade.

Area above inlet to pipe has quite heavy, brushy growth. It is recommended that disturbance of this area be held to a minimum since it is felt that it helps remove debri and silt from runoff and is not damaging to roadway.

There also appears to be a spring above this culvert which runs water the major portion of year in addition to normal runoffs.

## TRAFFIC

It is recommended that road must by kept open to traffic during construction, except for short periods of time. This can be done with minimal effort by short one way detours and stage construction with advance signing, which can be worked out during construction. This is a local farm market road with minimal traffic.

## GRADING

As shown by typical section, a 24 foot finished subgrade top width on roadway is planned. As shown by site quantity tabulation, earthwork does not balance within each site. Some hauling of excavated material from one site to another will be necessary for completion of embankments. However, because of nature of work and simplicity it is recommended that Special Provisions specify that payment for haul be eliminated and cost of haul be included in unit price for general excavation.

## SURFACING

Surfacing of roadway is not included in this project. This work will be done by Gilliam County forces.

## RIGHT OF WAY

Additional right of way, easements or permits of entry will be required for channel changes and work in streambeds.

## UTILITIES

Project will require relocation and/or adjustment of telephone facilities in a portion of work areas.

## MISCELLANEOUS

Mr. Stephen H. MacNab has looked at all sites in the field.

A copy of Emergency Relief Projects-Damage Assessment Report for this road is included with this report for informational purposes.

W. Reid Meritt
Resident Engineer

## EMERGENCY RELIEF PROJECTS - DAMAGE ASSESSMENT REPORT

Date of Inspection 3/6/74 Disaster 1/25/74 Applicant Gilliam County

Inspection Made By Merritt, Kennedy, Carter

Type of Work: T - Temporary Emergency

| Road Name | System | M.P. | Photo No. | Type Work | Description and/or Materials | Quantity | Unit | Unit Price | Cost | |
|---|---|---|---|---|---|---|---|---|---|---|
| Upper Rock<br>Creek | S | | | T | Work required to open road | | LS | | 200.00 | MP 4.3 |
| FAS 442 | | 4.3 | 7-1 | P | 9'6"x6'5" pipe arch | 80 | lf | 120.00 | 9,600.00 | the roa |
| Site 7 | | | | | Concrete headwall | 5 | cy | 150.00 | 750.00 | conside |
| | | | | | Embankment in place | 4000 | cy | 2.00 | 8,000.00 | Repair |
| | | | | | Gravel surfacing | 360 | cy | 5.00 | 1,800.00 | placing<br>handle |
| | | 4.5-4.7 | | P | 65"x40" pipe arch | 40 | lf | 40.00 | 1,600.00 | require |
| | | | | | Embankment in place | 2000 | cy | 2.00 | 4,000.00 | Also cl |
| | | | | | Gravel surfacing | 180 | cy | 5.00 | 900.00 | road. |
| | | 5.6 | | P | 48" CMP | 60 | lf | 25.00 | 1,500.00 | MP 4.5-<br>exceede |
| | | | | | General excavation | 1000 | cy | 2.00 | 2,000.00 | water t |
| | | | | | Gravel surfacing | 180 | cy | 5.00 | 900.00 | approxi |
| | | | | | Irrigation ditch adjustment | | LS | | 500.00 | erosion |
| | | 6.3 | | | 24" CMP | 40 | lf | 12.00 | 480.00 | road. |
| | | | | | | | | | 32.030/00 | culvert. |
| | | | | | 20% Engineering & contingencies | | | | 6,406.00 | MP 5.6<br>on to t |
| | | | | | | | | | 38,436.00 | and ero<br>grade,<br>culvert |
| | | | | | Summary: | | | | | MP 6.3 |
| | | | | | Temporary $200 | | | | | small. |
| | | | | | Permanent $38,500 | | | | | clean o |
| | | | | | | | | | | County |

EMERGENCY RELIEF PROJECTS - DAMAGE ASSESSMENT REPORT

Form FHWA-68

3/6/74 Disaster 1/25/74 Applicant Gilliam County Page 1 of 1

Merritt, Kennedy, Carter

Type of Work: T - Temporary Emergency Work P - Permanent Repairs

| ystem | M.P. | Photo No. | Type Work | Description and/or Materials | Quantity | Unit | Unit Price | Cost | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| S | | | T | Work required to open road | | LS | | 200.00 | MP 4.3 A side drainage ran down the road at this location leaving considerable material on the road. Repair of this area should involve placing a culvert adequate to handle the flow. This will require raising the grade slightly. Also cleanup material left on the road. |
| | 4.3 | 7-1 | P | 9'6"x6'5" pipe arch | 80 | lf | 120.00 | 9,600.00 | |
| | | | | Concrete headwall | 5 | cy | 150.00 | 750.00 | |
| | | | | Embankment in place | 4000 | cy | 2.00 | 8,000.00 | |
| | | | | Gravel surfacing | 360 | cy | 5.00 | 1,800.00 | |
| | 4.5-4.7 | | P | 65"x40" pipe arch | 40 | lf | 40.00 | 1,600.00 | |
| | | | | Embankment in place | 2000 | cy | 2.00 | 4,000.00 | |
| | | | | Gravel surfacing | 180 | cy | 5.00 | 900.00 | |
| | 5.6 | | P | 48" CMP | 60 | lf | 25.00 | 1,500.00 | MP 4.5-4.7 A side drainage runoff exceeded the flow causing water to run down the road for approximately 0.2 mile causing erosion and siltation of the road. Replace culvert with larger culvert. |
| | | | | General excavation | 1000 | cy | 2.00 | 2,000.00 | |
| | | | | Gravel surfacing | 180 | cy | 5.00 | 900.00 | |
| | | | | Irrigation ditch adjustment | | LS | | 500.00 | |
| | 6.3 | | | 24" CMP | 40 | lf | 12.00 | 480.00 | |
| | | | | | | | | 32.030/00 | |
| | | | | 20% Engineering & contingencies | | | | 6,406.00 | MP 5.6 A side drainage ran out on to the road causing siltation and erosion of the road. Raise grade, provide channel, install culvert. |
| | | | | | | | | 38,436.00 | |
| | | | | Summary:<br>Temporary $200<br>Permanent $38,500 | | | | | MP 6.3 An 18" CMP was too small. Install 24" CMP and clean out basin. |
| | | | | | | | | | County forces except large pipe. |

## LOCATION ENGINEERS REPORT

Middle Rock Creek Road--FAS 446
Gilliam County
Prefix No. 511-1494-901-02

This project involves approximately 0.13 mile of grading and the placement of riprap in five other areas, both upstream and downstream, within one mile of the grading area.

The January 1974 high water eroded roadway slopes in all areas where work is proposed and inundated the area of proposed grading along with with resulting erosion and depositing of silt and debri on the roadway.

### TRAFFIC

It is recommended that road must be kept open to traffic, except for short periods of time--i.e. shooting of rock excavation, etc.

### GRADING

Plans include realignment of road and raising grade to an elevation approximately 2 feet abovethe January 1974 high water, which inundated the existing road and deposited silt and debri on roadway.

It is proposed to make cut into rock slope on right between Stations 23 and 27 to provide material for grade raise and with intention that enough riprap material will also be obtained from the cut in vicinity of Station 25 to be placed in the two downstream and the three upstream areas from this grading area--See Vicinity Maps.

It is also intended that the larger material from this rock cut be used in left side of embankments as slope protection (riprap). This material will not be included in riprap quantities but is to be Selected Material Used In Embankment Slope Protection in accordance with Section 203.38(c) of 1974 Standard Specifications for Highway Construction. Payment for this work to be included in General Excavation bid item--See Typical Section for Roadway.

A 11-foot fallout area is provided on right of typical section through the area of the above mentioned rock excavation. This widening was primarily to obtain sufficient material for embankments and riprap, but will also serve as fallout area and added safety feature.

### DRAINAGE

A 24-inch culvert pipe is provided at Station 27+40 to drain the fallout area and inside edge of roadway.

RIPRAP

As noted on vicinity maps, the January 1974 high water in Rock Creek eroded existing roadway slopes in two areas downstream and three areas upstream (M.Ps. 8.4, 8.5, 9.2, 9.3 & 9.4) from the grading area. The grading area is designated as M.P. 9.0-9.1.

It is intended that riprap material will be available from rock excavation in vicinity of Station 25 of grading work. Excavation quantities in the grading include sufficient materials to be used in placement of riprap. However this should be designated as a "prospective riprap material source".

SURFACING

Surfacing of roadway is not included in this project. This work will be performed by Gilliam County forces.

RIGHT OF WAY

Additional right of way will be required in the area of the grading work.

UTILITIES

No utilities exist in the vicinity of this project.

MISCELLANEOUS

A copy of Emergency Relief Projects-Damage Assessment Report is included with this report for imformational purposes.

W. Reid Meritt

W. Reid Meritt
Resident Engineer

8078 Rogue Valley Blvd. Medco 1974
Access Sec. in Medford
(Traffic signal installation)

~~[illegible]~~ ~~[illegible]~~ 13

NOV 1975
RECEIVED
OPUC
SALEM

RECEIVED
STATE HWY ENGR
DEC 9 '75
REFER TO
FOR
Info Inves R/D D/R Sign Act File

CITY OF MEDFORD
OREGON

PUBLIC WORKS DEPARTMENT

CITY OF MEDFORD
MEDFORD, OREGON

November 26, 1975

NOTED
E. S. HUNTER

Medco Corporation
North Pacific Highway
Medford, Oregon 97501

Attention: Mr. Joe Smith

Dear Joe:

This letter is in regard to the Medco signal crossing across North Pacific Highway.

On Tuesday, November 25, 1975, I observed the Medco signals stopping traffic on North Pacific Highway and no trucks were crossing at that time. This occurred several times. I found that coming out of the Medco yard, I could activate the signals by driving my passenger car over the detectors. Obviously there is a malfunction since those detectors were installed to be activated only by tandem axle trucks.

Please have the detectors checked and repaired to insure that the signal is operating correctly in accordance with the signal agreement.

Very truly yours,

Robert D. Kortt
City Traffic Engineer

ESH

ahf
CC: PUC Office, Salem
George Thornton

RECEIVED
STATE HWY ENGR
DEC 5 '75
REFER TO
Bud George ta[illegible]
FOR
Info Inves R/D D/R Sign Act File

(if [illegible])

RECEIVED
DEC 1975
TRAFFIC

8078 R

July 25, 1975

United Pacific Insurance Company
Fidelity & Surety Department
Post Office Box 1216
Tacoma, Washington 98401

Gentlemen:

On July 21, 1975, we wrote to you concerning release of final payment on Contract No. 8078 awarded to Hansen Electric Company for traffic signal installation on Rogue Valley Boulevard at Medco Access in Medford in Jackson County.

Final payment on this contract is $555.29 and the total contract amount is $11,422.38 including $316.50 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:dp

cc Hansen Electric Company
1127 South Broadway
Coos Bay, Oregon 97420

bc C. T. Kassey
Walt Hart
V. E. Skoog Attn: Dick Hasek
Alfred Shirley

8078 R

FORM 81-734-3081

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Medco Access & Rogue Valley Blvd.

WEEK ENDING: July 5, 1975

SECTION PREFIX: 15-1624

HIGHWAY: Rogue Valley

COUNTY: Jackson

NAME OF JOB: Medco Traffic Signals

KIND OF WORK: Traffic Signals

CONTRACTOR: Hansen Electric

CONTRACT NUMBER: 8078

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: Ocotber 29, 1974

DATE WORK STARTED: January 6, 1975

ESTIMATED COMPLETION DATE: March 27, 1975

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 120

CALENDAR DAYS USED: 115

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 95.8%

PROJECT AUTHORIZATION: $ 39,769.85

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

EXCLUSIVE OF ENGINEERING: $ 36,296.51

ENGINEERING AUTHORIZATION: $ 3,473.35

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 88.7%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 31,338.80

ENGINEERING COST TO DATE: $ 3,937.51

This Week 282.35

DATE PROJECT WAS COMPLETED: March 27, 1975

[redacted] PERCENT: [redacted] UNDERRUN 13.7 %

PERCENT OF AUTHORIZATION: 113.4 %

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY 29 | cloudy | 0 | | |
| MONDAY 30 | cloudy | 0 | | |
| TUESDAY 1 | rain | 0 | | |
| WEDNESDAY 2 | cloudy | 0 | | |
| THURSDAY 3 | cloudy | 0 | | |
| FRIDAY 4 | cloudy | 0 | | |
| SATURDAY 5 | cloudy | 0 | | |

Routing
RECEIVED
JUL 7 1975
CONSTRUCTION SECTION
Keasey K
Bond B
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| June<br>SUNDAY 29 | No activity all week |
| June<br>MONDAY 30 | |
| July<br>TUESDAY 1 | |
| WEDNESDAY<br>July 2 | |
| July 3<br>THURSDAY | |
| July<br>FRIDAY 4 | |
| July 5<br>SATURDAY | |

## REMARKS

This is the final weekly report. Semi-Final estimate submitted 2 July 1975. All work completed. Signals are in operation and have been accepted.

Keith L. Martin

SIGNED Keith L. Martin LOCATION Grants Pass, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

8078

October 30, 1974

Hanson Electric Company
P. O. Box 1228
Coos Bay, OR 97420

Gentlemen:

The Oregon Transportation Commission on October 29, 1974, awarded to you State Highway Contract No. 8078 in the amount of $10,733.50 on the Rogue Valley Blvd. at Medco Access (Medford) Section of the Rogue Valley Highway in Jackson County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

C. W. Head
COMMISSION SERVICES

js

bc C. T. Keasey
Walt Hart
Vince Gallagher
A. Shirley
Keith Martin

8078

*File*

MEDFORD CORPORATION
P.O. BOX 550, MEDFORD, OREGON 97501 ★ TELEPHONE 503 - 773-7491

September 17, 1974

*Fran*

MISC. CONTRACTS and
AGREEMENTS No. 5090

Mr. L. E. George
504A Highway Building
Salem, Oregon 97310

Dear Mr. George:

Re: Traffic Signal Agreement
Letter of 5/29/74

The Agreement with the State came up at our August 15th Board Meeting and the Board felt that this matter was covered by a previous resolution passed by the Board on November 15, 1972.

A certified copy of this resolution is enclosed for your files.

Sincerely,

MEDFORD CORPORATION

J E Hansen

J. E. Hansen
Vice President

JEH/dl

Enclosure

RECEIVED
SEP 19 1974
TRAFFIC ENGINEERING

NOTED
C. W. HEAD

Preferred Quality MEDCO Forest Products

8078

**OREGON STATE**
**HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 3, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Proposed Traffic Signal, Medford
Medco Access - Rogue Valley Hwy.

The Medford Corporation (Medco) is constructing a pressed board factory on the Rogue Valley Highway in Medford, opposite the State Office Buildings.

It is proposed that the Medco access be located directly opposite a widened and improved access to the State Offices and that the intersection be signalized. In this way, the signal would serve Medco as well as the Highway Division, Motor Vehicles, P.U.C., and the Oregon State Police.

The total estimated cost of the signalization is $35,000. Medco would pay one-half this cost or $17,500. The Highway Division would pay the other $17,500 and would care for future maintenance and power. The State's portion would come from Minor Betterment funds. The public is experiencing great difficulty in entering and leaving the highway during the conduct of their business at the State Offices and the expanded Medco plant will add to the congestion.

This matter will be on the agenda for your consideration at the July 10 meeting. Your approval is recommended.

cc: C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
H. S. Coulter
R. L. Schroeder
L. E. George
H. S. Cox
A. J. Shirely
Gary Sund

RDT:pb/LEG:kw dpy

8078
SEP 5 • 1972

~~K. K. George~~
Fred Klaboe

# OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
August 29, 1972

SUBJECT: Information Concerning Medco
Private Haul Road
Traffic Signal
Rogue Valley Highway
Medford

To: J. H. Versteeg
Region Engineer
OFFICE

This installation is similar to 10 or 12 other private haul road crossings throughout the State. The type of operation was negotiated by Mr. Paxson at the time the Interstate system was planned through Medford. The Medford Corporation had to realign their haul road (off an existing railroad alignment they planned to utilize) to accommodate the freeway construction.

The operation is such that the 100,000 lb. off-highway loads approach ORE99 at 20 MPH. They are detected 500 ft. in advance of the highway. The control equipment provides for interruption of highway traffic just at the time a truck traveling 20 MPH arrives and just long enough to clear the intersection while moving at 20 MPH. Special detection was designed to prevent employees in passenger vehicles from operating this signal at shift changes.

RECEIVED
STATE HWY. ENGR
SEP 1 '72
REFER TO
FOR

The total inconvenience to highway traffic is minimized by the moving aspect of the loaded trucks. If a truck was forced to stop and accelerate through the intersection after receiving a green indication, considerable more highway delay would occur.

This signal is 360 ft. north of the signal at the Crater Lake Highway junction. A coordination unit could be installed which would not allow preemption by trucks during the northbound Riverside Avenue phase at the Crater Lake Highway signal.

A statement made to Mr. Klaboe by attorneys from the Medford area implied that loaded log trucks were approaching the highway at excessive speeds. As described above, this would not be to the advantage of the company trucks and would require them to stop. A check of truck speeds approaching the highway (800 ft. in advance) taken by radar August 16, 1972, revealed that all trucks sampled were approaching at less than 25 MPH and averaged 21 MPH.

In summary, this crossing has been in operation for a considerable length of time operating as originally negotiated without major difficulty. Upgrading to current standards cost Medco some $8,000 three years ago. The problem of passenger vehicles actuating the signal (employee's) was solved. Trucks are not and have no reason to approach ORE99 at excessive speeds. No changes in the operation is recommended at this time.

Glen L Clark
GLEN L. CLARK
Region Traffic Engineer

GLC/cw
cc F. B. Klaboe
L. E. George
George Thornton

APPROVED
By J H Versteeg
J. H. VERSTEEG
Region Engineer

8079 Redwood Hwy. @ Redwood Ave. 1974
Grants Pass Sec. SW of Grants
Pass. (Traffic signal install.)

#8079

November 30, 1976

Mr. Douglass H. Schmor
Brophy, Wilson & Duhaime
Attorneys at Law
Post Office Box 128
Medford, OR 97501

Dear Mr. Schmor:

In response to your November 17 letter, we offer the following information regarding the traffic signal at the intersection of the Redwood Highway and Redwood Avenue, south of Grants Pass.

1. The controller and the traffic signal heads were manufactured by Singer Traffic Controls, 1077 East Arques Avenue, Sunnyvale, California 94086. The amplifiers were manufactured by Decatur Electronics Inc., 725 Bright Street Decatur, Illinois 62522.
2. According to our Resident Engineer's records, the traffic signal project was begun on February 6, 1975 and work was completed September 7, 1975. The traffic signal was activated August 6, 1975 at 2:30 p.m.
3. The Singer representative on this project was Gordon Dale. He is no longer in this position and we have no personal knowledge of his current address. The contractor's representative was John Hansen. His address is Hansen Electric Company Inc., 1127 South Broadway, Post Office Box 1228, Coos Bay, Oregon 97420.

Very truly yours,
ORIGINAL SIGNED
R.L. SCHROEDER

R. L. Schroeder
Assistant State Highway Engineer

bc H. S. Coulter
E. S. Hunter
L. E. George
Walt Barrie
Alfred Shirley, Jr.
Robert Judson
George Thornton

RDT:rj:ab

**BROPHY, WILSON & DUHAIME**
ATTORNEYS AT LAW
125 SOUTH CENTRAL • P. O. BOX 128
MEDFORD, OREGON 97501

CARL M. BROPHY
H. DEWEY WILSON
WM. E. DUHAIME
LEE A. MILLS
DOUGLASS H. SCHMOR

AREA CODE 503
TELEPHONE 772-7123
IN REPLY REFER TO:

November 17, 1976

RECEIVED
STATE HWY ENGR
NOV 18 '76
REFER TO

FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

Oregon State Highway Division
Office of the Direct Highway Bldg.
Salem, OR 97310

Gentlemen:

We represent the parties involved in an automobile accident at the intersection of Redwood Highway and Redwood Avenue, ½ mile south of Grants Pass in Josephine County. In connection with our investigation of this accident, we would appreciate it if you could supply us with the following information:

1. The name and business address of the firm or firms manufacturing and supplying the traffic signals installed at the intersection of Redwood Highway and Redwood Avenue in Josephine County, Oregon.

2. The date upon which those traffic signals were first installed.

3. The name and business address of any parties taking part in the installation of those traffic signals who are not employees of the State of Oregon.

We realize that it is the policy of the State of Oregon not to allow the release of information covering matters of potential liability to the State of Oregon or its officers and employees. Please be advised we are not requesting such information in this letter, rather, we merely seek the name and address of the firm or firms manufacturing the traffic signals in question and any role that the employees of those firms may have had in the installation of those traffic signals.

If you have any additional questions or require any additional information concerning this request, please do not hesitate to contact us.

Very truly yours,

BROPHY, WILSON & DUHAIME

Douglass Henry Schmor

By: Douglass H. Schmor

RLS

DHS/st

11-18-76
Copy To Barrie

8079 p

December 10, 1975

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On December 5, 1975, we wrote to you concerning release of final payment on Contract No. 8079 awarded to Hansen Electric Company for traffic signal installation on Redwood Avenue in Grants Pass on the Redwood Highway in Josephine County.

The total contract amount is $23,723.82 and no work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Hansen Electric Co.
1127 S. Broadway
Coos Bay, OR 97420

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
A. Shirley

8079 Schraeder

~~CON 5~~

Mrs. Joseph Oliver Yount
4600 Laurel Avenue
Grants Pass, Oregon 97526

November 17, 1975

Dear Mrs. Yount:

This will further acknowledge your letter dated November 7, 1975, regarding the yellow clearance period for the traffic signal at the intersection of the Redwood Highway (US 199) and Redwood Avenue.

The yellow clearance interval for Redwood Highway traffic is six seconds which is generally more than similar installations of this type. The Manual on Uniform Traffic Control Devices, a nationally accepted standard which has been adopted by the Oregon Transportation Commission, states that "yellow vehicle change intervals should have a range of approximately three to six seconds".

We are currently in the process of arranging for additional loop detectors to be placed further from the intersection in an effort to help increase the safe stopping distance to the intersection. It is hoped this revision will help to alleviate some of the problems of the type you have experienced.

Thank you for your concern and interest in traffic safety.

Very truly yours,

ORIGINAL SIGNED BY ALFRED SHIRLEY, JR.

ALFRED SHIRLEY, JR.
Regional Engineer

NOTED
R. L. SCHROEDER

AS/KDO/dd

bc: R.L. Schroeder
L.E. George
George Thornton - Please arrange to have Karl Keen install additional loop detectors on US 199, 360 feet from the stop lines and advise when completed.
Robert Judson
Karl Keen

RECEIVED
NOV 20 1975
Office of
Assistant State Highway Engineer

RECEIVED
NOV 19 1975
OFFICE
DIRECTOR of TRANSPORTATION

11-14-75

Dear Mr Schroeder-

Thank you so very much for your nice letter of 11/12. I do so appreciate it.

Hope you have a lovely Thanksgiving

Isabel D. Yount

Mrs. Joseph Oliver Yount
4600 Laurel Avenue
Grants Pass, Oregon 97526

NOTED
R. L. SCHROEDER

November 12, 1975

Mrs. Joseph Oliver Yount
4600 Laurel Avenue
Grants Pass, OR 97526

Dear Mrs. Yount:

I am replying to your letter concerning the intersection of US199 and Redwood Avenue in Grants Pass.

It is very unfortunate when a law-abiding and careful driver is involved in an accident or a near-accident as occurred in your case. Inasmuch as you were able to safely stop at the intersection, it is doubtful that the signal was at fault. The vehicle following you undoubtedly had a longer stopping distance. We will, however, make a complete investigation of the intersection.

This will be done by our Regional Engineer in Roseburg, Mr. Alfred Shirley. He will reply to you directly following completion of the investigation. If you have any further information you may contact Mr. Shirley at 1523 SE Cobb Street, Roseburg, Oregon, 97470, or phone 672-6541.

I am sorry you had such a frightening experience; if I can be of any further service, please let me know.

Very truly yours,

R. L. Schroeder
Assistant State Highway Engineer

RLS:ab
bc F. B. Klaboe
E. S. Hunter
L. E. George
Alfred Shirley - Please handle as indicated with copy to me.

RECEIVED
STATE HWY ENGR
NOV 10 75
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

Mrs. Joseph Oliver Yount
Laurel Avenue
Grants Pass, Oregon 97526

Nov. 7, 1975

RECEIVED
NOV 10 1975
Office of
Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

RLS

Oregon State Highway Division
Salem, Oregon -

Gentlemen

You're going to have some deaths on your hands and you almost had me!

I'm talking about the intersection of #199 and Redwood Avenue Grants Pass and please pay attention to me - I got scared to death !!!!

The yellow light is no where near long enough — Not nearly enough warning - !! Awful!! Terrible!

I stopped ok but the guy behind me did a near complete turn around to avoid hitting me. Granted he was driving too fast and granted that he probably had rotten brakes and I've reported all this to State Police but you're at fault mostly because of too short a yellow warning light. Please do something

Isabelle D. Yount

I expect a letter from you in return

8079 48

FORM 81-734-3001
OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Redwood Highway @ Redwood Avenue (Grants Pass)
WEEK ENDING: September 20, 1975
SECTION PREFIX: 17-1607
HIGHWAY: Redwood
COUNTY: Josephine
NAME OF JOB: Redwood Highway Signals
KIND OF WORK: Traffic Signal Installation
CONTRACTOR: Hansen Electric
CONTRACT NUMBER: 8079
FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: December 4, 1974
DATE WORK STARTED: February 6, 1975
ESTIMATED COMPLETION DATE: August 7, 1975
AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: 0 SUPERVISION: 0
SPECIFIED WORK DAYS:
WORK DAYS USED:
SPECIFIED CALENDAR DAYS: 250
CALENDAR DAYS USED: 248
SPECIFIED COMPLETION DATE:
PERCENT OF TIME ELAPSED: 99.2%
PROJECT AUTHORIZATION: $28,161.28
EXCLUSIVE OF ENGINEERING: $25,701.78
ENGINEERING AUTHORIZATION: $2,459.50
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 96.0%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $24,473.82
ENGINEERING COST TO DATE: $2,731.72
This Week 0.00
PERCENT OF AUTHORIZATION: 111.1%
DATE PROJECT WAS COMPLETED: August 7, 1975
ESTIMATED PERCENT: [redacted] UNDERRUN 5 %

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | |
| PERCENT | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY 14 | Clear, warm | 0 | | |
| MONDAY 15 | Clear, warm | 0 | | |
| TUESDAY 16 | Ptly cldy, warm | 0 | | |
| WEDNESDAY 17 | Clear, hot | 0 | | |
| THURSDAY 18 | Clear, hot | 0 | | |
| FRIDAY 19 | Clear, hot | 0 | | |
| SATURDAY 20 | | 0 | | |

K
Routing
RECEIVED
SEP 22 1975
CONSTRUCTION SECTION
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY 14 | No activity by contractor all week. |
| MONDAY 15 | |
| TUESDAY 16 | |
| WEDNESDAY 17 | |
| THURSDAY 18 | |
| FRIDAY 19 | |
| SATURDAY 20 | |

## REMARKS

STATUS: Project complete. Final inspection made September 11, 1975. Semi-final estimate submitted August 27, 1975. Third notification sent September 19, 1975

NOTE : This is the final weekly report for this project.

SIGNED Keith Martin LOCATION Grants Pass, Oregon

KEITH L. MARTIN, RES. ENGR.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

#8079

Robert W. Straub
XXXXXXXXXX

April 11, 1975

7595
1023 J
1256 J

The Honorable James H. Newby
Sheriff of Josephine County
Post Office Box 579
Grants Pass, Oregon 97526

Dear Sheriff Newby:

This is in reply to your letter of April 2 requesting a traffic investigation at the intersections of US199 with Fairgrounds Road and Union Avenue. Our Regional Engineer in Roseburg, Mr. Alfred Shirley, will make such an investigation as soon as his schedule will permit.

I must apologize for our previous reply to your request. We had assumed you were concerned about the intersections of US199 with Redwood Avenue and West Fairgrounds Road. As you are aware, a traffic signal is being installed on US199 and its connection to Redwood Avenue.

As soon as we have the results of the investigation, you will be notified.

Very truly yours,

R. L. Schroeder
Assistant State Highway Engineer

bc F. B. Klaboe
A. E. Johnson
L. E. George
Alfred Shirley - Please investigate and report.

RLS:ab

**JOSEPHINE COUNTY OREGON**

**JAMES H. NEWBY - SHERIFF**

P. O. Box 579 • GRANTS PASS, OREGON 97526
Area Code 503 Telephone 476-4444

RECEIVED
STATE HWY ENGR
APR 9 '75
REFER TO Schroeder
FOR
Info | Inves | R/D | D/R | Sign | [✓ Act] | File

Pls have signal investigation made & acknowledge letter

April 2, 1975

Oregon State Highway Commission
Salem, Oregon 97301

Gentlemen:

This letter is a follow up to my previous one dated January 30, 1975 in which I asked that you give your earnest consideration to a critical traffic problem that exists in our county at the intersection of State Highway 199 and Fairgrounds Road to Union Avenue.

An intermittent traffic flow survey was conducted at this intersection and pictures were taken of several types of vehicles that use the intersecting streets.

There has been a steady increase in the flow of traffic through this intersection due to the growth of several businesses in the immediate area. The nearby lumber mill, S. H. and W., has increased their volume, the Morris Lumber Mill has tripled their volume of output and number of employees just within the past three years. A new business, Cartwright Meat Company, has moved into this area within the past year. Several businesses have moved into this area on Union Avenue with the egress through the subject intersection.

Several business people were contacted and they stated that approximately forty (40) logging trucks enter and exit in this area; twenty (20) lumber (finished) trucks, five (5) truckloads of chips, three (3) truck loads of shavings, five (5) truckloads of bark move in and out from the S. H. and W. Mill, which normally employes sixty-five people; that horse trailers cross Highway 199 about twenty times daily and at least twice that during the week ends; that there are twenty two horse shows a year at the Fairgrounds horse arena, and there are numerous horses being ridden or led through this intersection daily, particularly in the late afternoon when the traffic flow is the heaviest.

RECEIVED
APR 10 1975
Office of
Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

ah

JOSEPHINE COUNTY OREGON

JAMES H. NEWBY - SHERIFF

P. O. Box 579 • GRANTS PASS, OREGON 97526

Area Code 503 Telephone 476-4444

page 2 cont'd

Additionally, there are "fifth wheel" horse trailers and long-bed dump trucks that utilize this intersection.

The horse and horse trailer traffic is due to the horse barn and exercise equipment located on the Fairgrounds property and the "horse hotel" located on the other side of the intersection. This "horse hotel" is located on Union Avenue and features an exercise area with exercise equipment, as well as stalls for rent by the day, week, or month.

With the photographs enclosed and with the minimum of information as furnished above, I would again ask that you initiate a study of this condition.

Your consideration of our problem will be heartily appreciated.

Yours truly,

James H. Newby, Sheriff

WH/al

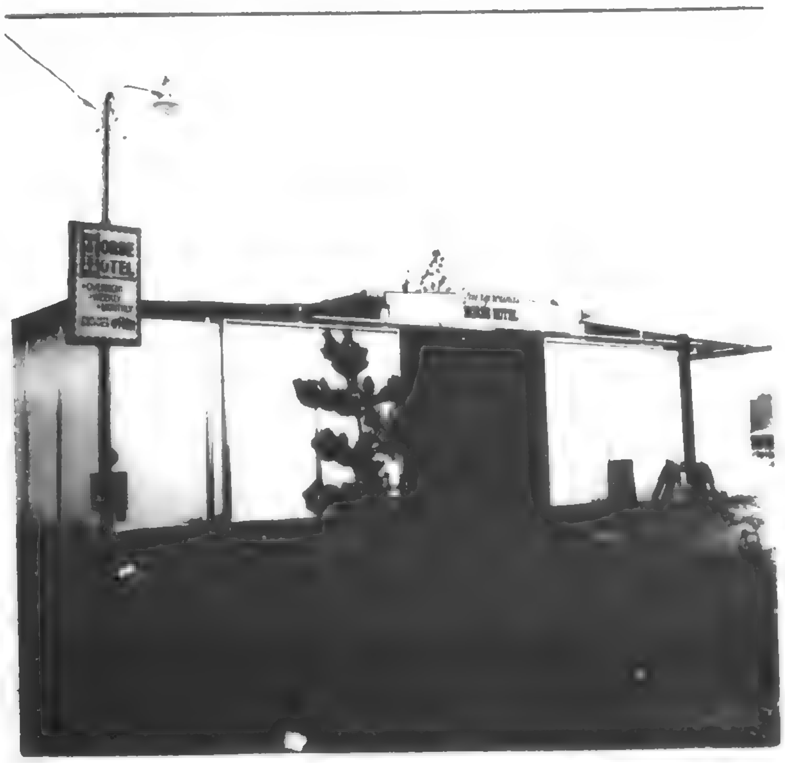
Enclosure

RECEIVED
STATE HWY ENGR
APR 9 '75
REFER TO
FOR
Info Inves R/D D/R Sign Act File

①

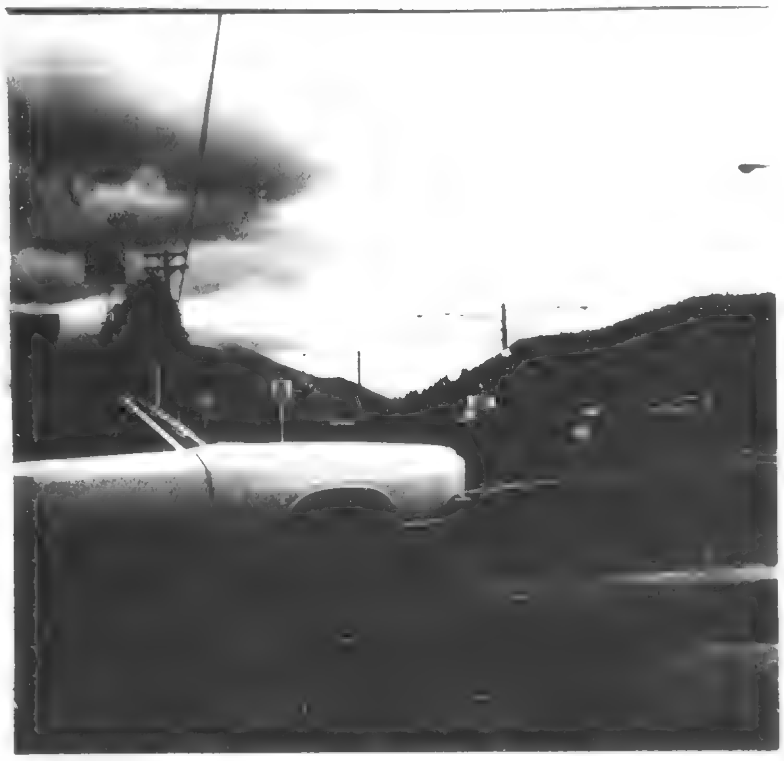
GRAVEL TRUCK
GILBERT REDI-MIX ON
UNION AVE.

SAME GRAVEL TRUCK
GOING THRU' INTERSECTION



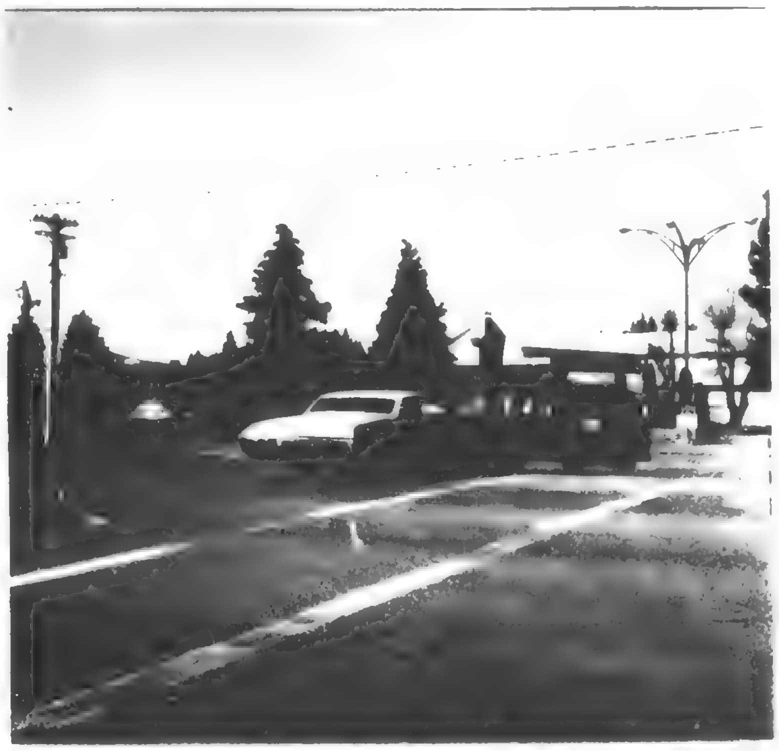
HORSE HOTEL, ON UNION
AVE.

PART OF HORSE TRAFFIC,
ENTERING FAIRGROUNDS

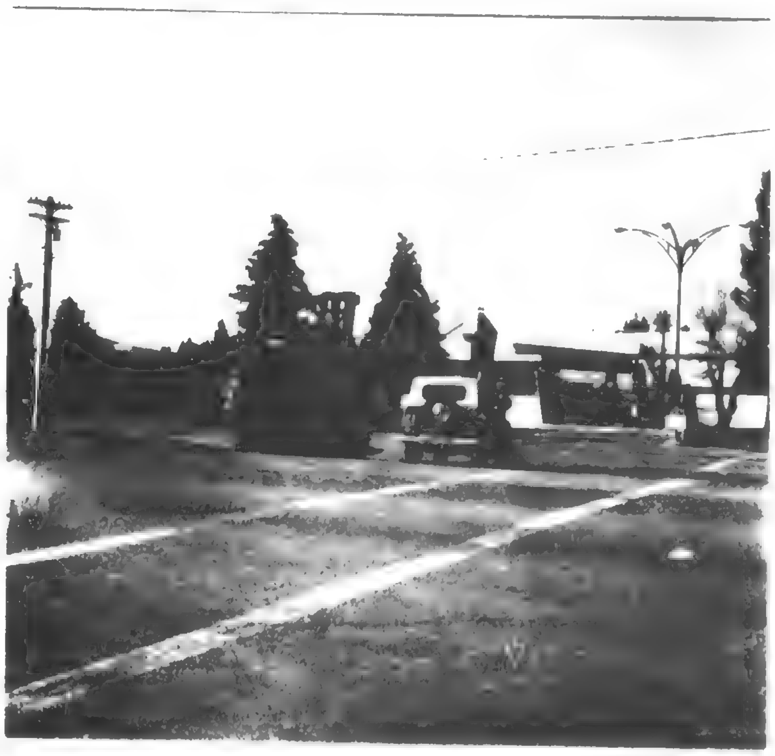


VEHICLE WAITING FOR ONCOMING TRAFFIC TO CLEAR

NORMAL/AVERAGE TRAFFIC CONDITION DURING MID-DAY



NEAREST VEHICLE HAS REAR END STILL IN TRAFFIC LANE



VEHICLE ON LEFT IS TRAVELING TOWARDS VIEWER

LUMBER TRUCK COMING ONTO HIWY 199 HEADED FOR SCALE.

EXAMPLE OF TRUCK THRU' TRAFFIC, USUALLY HEADED/SLOWING DOWN FOR SCALE

MORE TRUCK TRAFFIC, OFF SOUTHBOUND 199 TO UNION AVE. OR U-TURN

BACK ONTO NORTHBOUND 199 —

Johnson

FORM 81-7:14 3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: TRA 15-9

Roseburg, Oregon
March 12, 1975

Original Signed by
KIPP D. OSBORN
Regional Traffic Engr.

FROM: KIPP D. OSBORN
Regional Traffic Engineer

TO: MEMO TO FILE

SUBJECT: Meeting Attended with James H. Newby, Josephine County Sheriff
Intersection of Fairgrounds Road and Union Avenue with Redwood Hwy.
Josephine County

see #3077

As a result of A. E. Johnson's letter dated February 10, 1975, a contact was made with Sheriff Newby in the field at 10:00 a.m. on March 5, 1975, at the subject location.

The results of the meeting were that a traffic signal investigation would be made at the subject location upon receipt of a written request from Josephine County.

Sheriff Newby stated a written request would be submitted in the near future. As of this date, a written request has not been received.

KDO/dt

cc: F. B. Klaboe
A. E. Johnson ✓
R. L. Schroeder
L. E. George

FILE
L. E. [illegible]

RECEIVED
STATE HWY ENGR
MAR 13 '75
REFER TO

FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

#8079

Robert W. Straub
XXXXXXXXXXXX

February 10, 1975

The Honorable James H. Newby
Sheriff, Josephine County
P. O. Box 579
Grants Pass, OR  97526

759-5
1023-5

Dear Sheriff Newby:

This will acknowledge your January 30 letter regarding traffic conditions on US199 near the County Fairgrounds southwest of Grants Pass.

As you indicate, a traffic signal is to be installed at the intersection of US199 and Redwood Avenue. The contract has been let and work should be under way.

We anticipate that this signal will improve conditions in this area. I am, however, requesting that a representative of our Regional Office contact you to discuss traffic conditions in this area.

Very truly yours,

A. E. Johnson
Deputy State Highway Engineer

bc F. B. Klaboe
R. L. Schroeder
L. E. George
Alfred Shirley (enc.) - Please contact and report.

RDT:rj ja

6

*Josephine County, Oregon*
JAMES H. NEWBY
Sheriff and Tax Collector
P. O. BOX 579 GRANTS PASS, OREGON 97526
AREA CODE 503 TELEPHONE: 476-4444

January 30, 1975

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

An existing and critical traffic problem at the intersection of State Highway 199, Fairgrounds Road, to Union Avenue has been brought to my attention.

Cross traffic is unusually heavy in this area due to the many business establishments. There are also industrial plants, including a lumber mill with logging trucks moving in and out, adding to the congestion. As a result, several serious accidents have occurred at this site.

It is my understanding that, in the near future, a signal is to be installed at the intersection of Highway 199 and Redwood Avenue, near the Fairgrounds. The installation of this signal may alleviate the problem which presently exists, however, I would like to have your recommendations.

I feel a study of the area by your department is warranted. Not just at Fair time, but all through the year.

Any consideration you can give to the solution of this traffic condition will be appreciated.

Yours truly,

fr James H Newby
James H. Newby, Sheriff

JHN/al

RECEIVED
STATE HWY ENGR
FEB 4 '75
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  | ✓ | ✓ |  |  |  |  |

NOTED
A. E. JOHNSON

8079

bc: Pacific Builder & Engineer, Inc.
Daily Journal of Commerce, Seattle
and Portland

C. T. Kassey
Walt Hart
Vince Gallagher
A. Shirley
Keith Martin

L. E. George
Wm. Geibel (SAIF)

November 20, 1974

Hanson Electric Co.
1127 S. Broadway
Coos Bay, OR 97420

Gentlemen:

The Oregon Transportation Commission on October 29, 1974, accepted your proposal for a traffic signal installation at Redwood Avenue in Grants Pass on the Redwood Highway in Josephine County in the amount of $23,995 and referred it to the Administrator of Highways with authority to award the contract as soon as Josephine County has approved the project and deposited $9,300.

These conditions were fulfilled and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 8079.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 State Highway Building, Salem, Oregon 97310) for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin December 3, 1974.

Very truly yours,

C. W. Head
COMMISSION SERVICES

js
Enclosures

8079

October ~~28~~ 25, 1974

The Honorable M. C. Loughridge, Chairman
Board of County Commissioners
Josephine County Courthouse
Grants Pass, Oregon 97526

Dear Mr. Loughridge:

Bids were opened October 24, 1974 on the proposed traffic signal installation on the Redwood Highway at Redwood Avenue. Pertinent facts concerning the low bid are itemized below:

| | |
|---|---|
| Low Bid | $23,995.00 |
| Striping | 100.00 |
| Controller Testing | 500.00 |
| Subtotal | $24,595.00 |
| Engineering & Contingencies (14.5%) | $ 3,565.00 |
| Total Cost | $28,160.00 |
| County's Share | $ 9,300.00 |

If you would please submit the check for the County's share of $9,300.00, we will proceed with awarding. It is necessary that this award be made within 30 days from the bid opening.

Very truly yours,

R. L. Schroeder
Assistant State Highway Engineer

bc George M. Baldwin
bc F. B. Klaboe
A. E. Johnson
E. S. Hunter
L. E. George
H. S. Cox
Alfred Shirley

BT:cr: ab

8079

5i-3

1-30-74

February 6, 1974

Board of County Commissioners
Josephine County
Courthouse
Grants Pass, OR 97526

**Attention:** Geo. A. Calvert
Chairman

MISC. CONTRACTS and
AGREEMENTS No. 4901

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering installation of a traffic signal at the intersection of the Redwood Highway and Redwood Avenue.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

Att.

cc L. E. George (conf. agree. att.)

8079

January 22, 1974

Oregon Transportation Commission

F. B. Klaboe
Administrator and
State Highway Engineer

Traffic Signal Agreement
Redwood Highway

We have prepared an agreement which has been signed by the Josephine County Board of Commissioners, covering the installation of a traffic signal at the intersection of the Redwood Highway and Redwood Avenue about 4 1/2 miles southwest of Grants Pass.

The agreement provides that the total cost of the signal installation, estimated to be $20,000, will be shared on the basis of the State paying two-thirds and the County paying one-third of the actual total cost. The project is to be charged to Minor Betterment Funds (traffic signal projects to be selected). After completion of the project, the State will maintain the traffic signals and the County will pay for all power consumed.

Your approval of the agreement is recommended. This matter will be on the agenda for the January 30 meeting.

bc: C. W. Head
George M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
L. E. George
H. S. Cox
A. J. Shirley
R. E. Whipps
Gary Sund

RDT:pb cm

8079

December 10, 1973

Josephine County Board
of Commissioners
Courthouse
Grants Pass, Oregon 97526

Gentlemen:

Enclosed are two copies of an agreement between Josephine County and the Department of Transportation for the installation of a traffic signal at the intersection of the Redwood Highway and Redwood Avenue. The agreement indicates that the cost of the signal installation will be shared between State and County on the basis of the State paying two-thirds and the County paying one-third of the total cost. The County will pay for all power consumption and the State shall maintain the traffic signals.

If the agreement is acceptable to you, please have it executed and return both copies of the agreement to this office. After we receive the executed copies of the agreement, we will transmit them to the Transportation Commission for approval. You will be furnished with a fully-executed copy of the agreement after final approval.

In your letter of November 9, you indicated that the County does not at this time desire to enter into a cooperative agreement for the installation of a temporary signal at the Jacksonville Highway-West Harbeck Road Intersection. You inquired as to whether or not signalization would be included in the four-laning of the Jacksonville Highway. It appears at this time, that when this highway is improved signalization will be included.

Jan 7-6-1 lp
5 P

Thank you for your cooperation in this matter.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Attachments
RDT:pb jf
bc: F. B. Klaboe
A. E. Johnson
L. E. George
H. S. Cox
A. J. Shirley

# JOSEPHINE COUNTY OREGON

Office of
**BOARD OF COUNTY COMMISSIONERS**

Geo. A. Calvert
M. C. Loughridge
Anne G. Basker

COUNTY COURTHOUSE
GRANTS PASS, OREGON 97526
Tel. 476-7733

November 9, 1973

Mr. E. S. Hunter
Assistant State Highway Engineer
State Highway Building
Salem, Oregon 97310

Dear Sir:

Your letter dated October 8, 1973, has been reviewed by the Josephine County Board of County Commissioners. We are, at this time, prepared to enter into a cooperative agreement with you for the installation of the recommended two-phase, fully actuated signal of the Redwood Highway-Redwood Avenue Intersection. Funds are available for the required one-third county share of the estimated $20,000.00 expenditure.

Josephine County does not, at this time, desire to enter into a cooperative agreement for the installation of a temporary signal at the Jacksonville Highway-West Harbeck Road Intersection. We would be interested in knowing whether or not signalization will be included in the four-laning of Jacksonville Highway in 1975.

Your cooperation in conducting studies of these intersections at the request of Josephine County and local organizations is sincerely appreciated. We look forward to hearing from you regarding the projects as noted above.

Sincerely,

BOARD OF COUNTY COMMISSIONERS

By Geo. A. Calvert
Commissioner

By Anne G. Basker
Commissioner

By M. C. Loughridge
Commissioner

DWR:mf

cc: L. E. George, Traffic Engineer
John Beaton, County Roadmaster
Josephine County Safety Council

cc: A. J. Shirley

RECEIVED
NOV 13 1973
TRAFFIC ENGINEERING

RECEIVED
NOV 13 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8079

October 8, 1973

Board of County Commissioners
Josephine County Courthouse
Grants Pass, Oregon 97526

Gentlemen:

Loc 7-6-1 Grants Pass

An investigation prompted by Mr. Dal Robertson, Construction Coordinator for Josephine County, led to a January 2, 1973 letter to the Josephine County Board of Commissioners indicating that warrants were met for signalization of the Redwood Highway at Redwood Avenue. You were advised that the installation of a two-phase, fully actuated signal would cost $20,000, but that we did not at that time have funds available for the project.

The State Highway Division is now in a position to fund its portion of the project. If the County is willing and able to pay one-third of the cost, we will proceed with the project.

Loc 7-6-1 Grants Pass Spec

There is a similar situation at the intersection of the Jacksonville Highway at Harbeck Road. A traffic signal at this location is estimated to cost $18,000. This installation would be a wood pole temporary signal inasmuch as the Jacksonville Highway is scheduled for four-laning in 1975. Under our agreement with the Association of Oregon Counties, the County would be required to bear one-half the cost of this installation.

If you desire to enter into a cooperative agreement on either of the intersections discussed above, please advise and we will prepare the agreements. We look forward to hearing from you on these matters.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

RDT:pb
bc: F. B. Klaboe
A. E. Johnson
L. E. George
A. J. Shirley

8079

RECEIVED
JAN 2 - 1972
FOR FILING

January 2, 1973

Board of County Commissioners
Josephine County Courthouse
Grants Pass, Oregon 97526

Gentlemen:

Re: Traffic Signal Investigation
Redwood Highway at Redwood Avenue

Following up on a recent meeting with Mr. Robertson, Construction Coordinator, we have made an investigation of the warrant for traffic signals at the above intersection.

The investigation discloses that conditions at the intersection meet or approach the standard warrants. It has been recommended that consideration be given to the installation of two-phase, fully actuated traffic signals at an estimated cost of $20,000.00. Under current Highway Commission policy, Josephine County would be asked to pay one-third of the cost of the project.

However, due to the lack of budgeted funds for this type of project, it will be necessary that consideration of this installation be postponed until the beginning of the next fiscal year. At that time this project will be ranked in priority with a number of others and if funds are available, we will be approaching the County in regard to their participation.

Very truly yours,

R. L. Schroeder
Assistant State Highway Engineer

bc Fred Klaboe
E. S. Hunter
L. E. George
H. S. Cox
J. H. Versteeg

VPJ:njc: ajw

Bud George

FORM [illegible] (REV. [illegible])

# OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
December 15, 1972

**SUBJECT:** Traffic Signal Warrant Investigation
Redwood Hwy. at Redwood Ave.
US199 - Hwy. No. 25 - MP 0.90

To: J. H. Versteeg
Region Engineer
OFFICE

Attached is a previous letter to you dated October 11, 1972, regarding the subject location, indicating that at a meeting held October 5, 1972, at the intersection, Josephine County had been promised a signal warrant investigation.

This "T" type intersection was a product of the realignment of US199. The junction at the easterly end formed by the new and the old highway alignments intersected at a very flat angle. To connect the old with the new highway, a 90° connection was constructed. It is this one-way connection to US199 that is the subject of this investigation.

US199 is four lanes in width with a 16 ft. painted median to the west and a grass median to the east toward Grants Pass. Redwood Ave. serves an existing residential area. The Josephine County Fairgrounds abuts Redwood Ave. and has its major access to US199 immediately east of the area in question.

A flashing beacon installation (temporary wood pole supports) was installed last year.

There were 13 reported accidents at this intersection during the period 1-1-67 to 6-30-72. There were no fatalities but 7 persons were injured. There were 7 turning, 4 rear-end and 2 angle type accidents. One accident occurred during the last 12 months studied, which was a type considered preventable by signalization.

A 16-hour manual turning movement count factored to 24 hours revealed that 13,131 vehicles entered this intersection. 10,604 or 81% entered from the east and west on US199 and 2,527 or 19%

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[illegible] 1972
TRAFFIC ENGINEERING

NOTED
J. H. VERSTEEG

entered from the north via Redwood Ave. All except 17 vehicles made left turns north to east in direct conflict to 4,951 outbound vehicles and in partial conflict with 5,653 inbound US199 vehicles.

Attached is a signal warrant comparison data sheet indicating that the minimum volume warrant is met and for all practical purposes, the interruption of continuous traffic warrant is met.

As a result of this investigation, it is recommended that a two-phase, fully actuated traffic signal be installed at this location by contract from funds allocated next fiscal year to the Traffic Section for signalization at locations to be selected. It is further recommended that Josephine County be advised of our plans and asked to share one-third of the estimated installation cost ($18,000) as per the policy statement dated February 22, 1972, agreed to by the Association of Oregon Counties.

Glen L. Clark
GLEN L. CLARK
Region Traffic Engineer

GLC/cw
Attach.

cc L. E. George
George Thornton

DEPARTMENT OF TRANSPORTATI
OREGON STATE HIGHWAY DIVISION
REGION III-ROSEBURG

## TRAFFIC SIGNAL WARRANT COMPARISON *

LOCATION Redwood Hwy. at Redwood Ave.

Josephine County

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Hourly Volumes on Major Street - Max. 8 hrs. (Total of both approaches) | 618 | 720 | 742 | 714 | 755 | 781 | 922 | 873 |
| Hourly Minor Street Volumes - Same 8 hrs. (Highest hourly volumes from each approach) | 131 | 175 | 162 | 193 | 188 | 178 | 192 | 155 |
| Hourly Pedestrian Volumes Across Major Street - Same 8 hrs. (Highest volume crosswalk) | | | | | | | | |

| | Minimum Volume Warrant 70% | | Number of Hours Warrant is Met (8 required) |
|---|---|---|---|
| 1. Minimum Vehicluar Volume: | | | |
| Major Street | 420 | | 8 |
| Minor Street | 65 | | 8 |
| 2. Interruption of Continuous Traffic: | | | |
| Major Street | 630 | | 7 |
| Minor Street | 53 | | 8 |
| 3. Minimum Pedestrian Volume: | | | |
| Major Street | 420 | | 8 |
| Minor Street | 105 | | 0 |
| 4. Accident Experience: | | | |
| Preventable Accidents (last 12 months) | | 1 | |
| Minimum Warrant | | 5 | |
| 5. Systems Warrant: | | | |
| Entering Volume (Weekday Peak Hour) | | 1119 | |
| Minimum Warrant | | 800 | |

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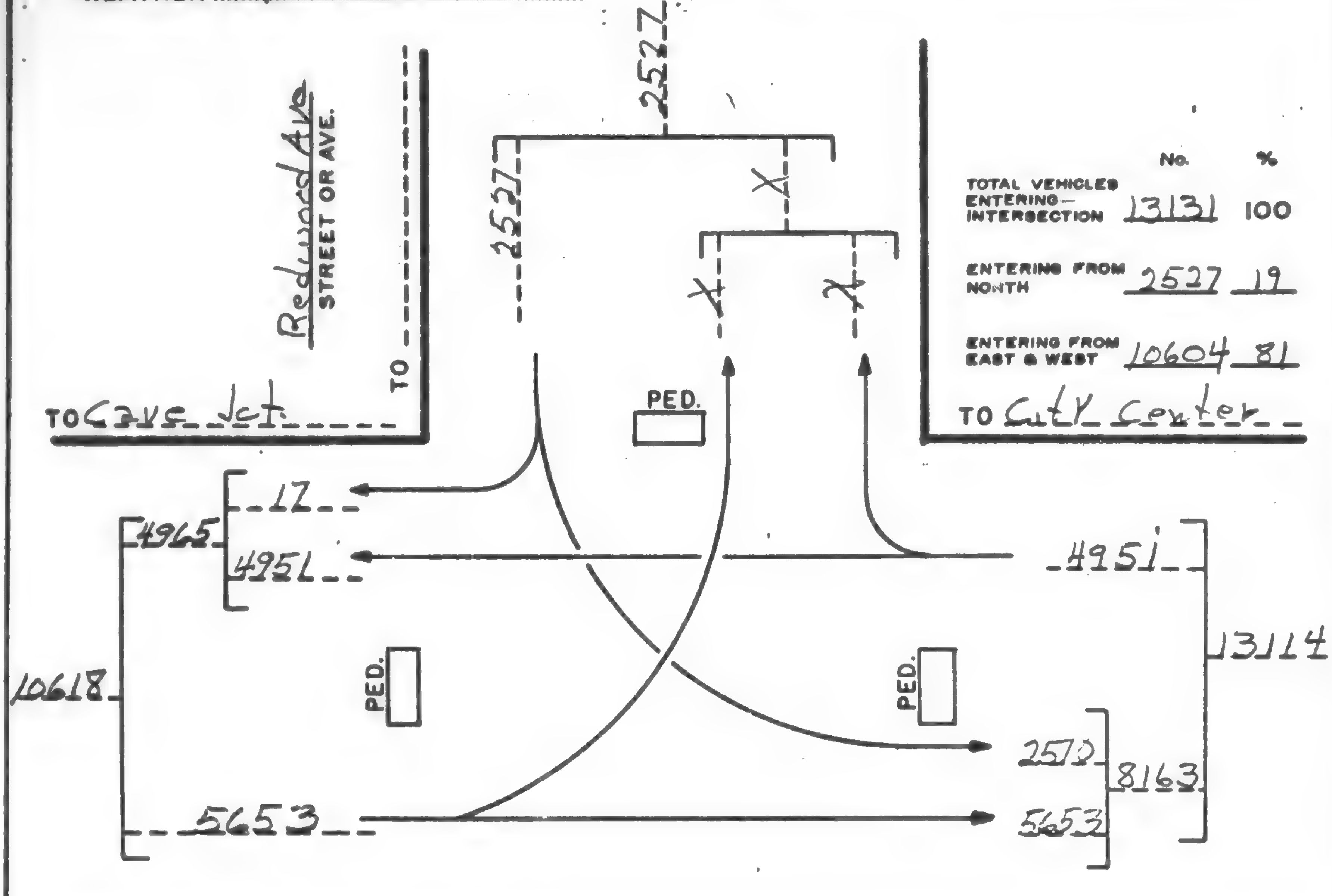
* The hourly warrants are those prescribed in the National Manual on Uniform Traffic Control Devices for Streets and Highways, 1971 edition.

**REGON STATE HIGHWAY DIVISI**
**TRAFFIC ENGINEERING SECTION**

# TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE September 16, 17, 1972
DAY OF WEEK Monday - Tuesday
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6AM to 10PM
PEDESTRIAN COUNT – HRS.
HOURS COUNTED –
WEATHER Fog - Clear

CITY OR COUNTY Grants Pass
INTERSECTION OF Redwood Hwy # 25
& Redwood Avenue
MILE POST 0.90
CLASSIFICATION All Vehicles

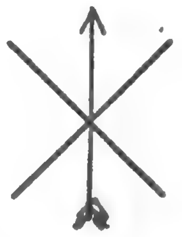


| | No. | % |
|---|---|---|
| TOTAL VEHICLES ENTERING—INTERSECTION | 13131 | 100 |
| ENTERING FROM NORTH | 2527 | 19 |
| ENTERING FROM EAST & WEST | 10604 | 81 |

Remarks: 16 hour count factored to a 24 hour count

Hwy # 25
STREET OR AVE.

Indicate North



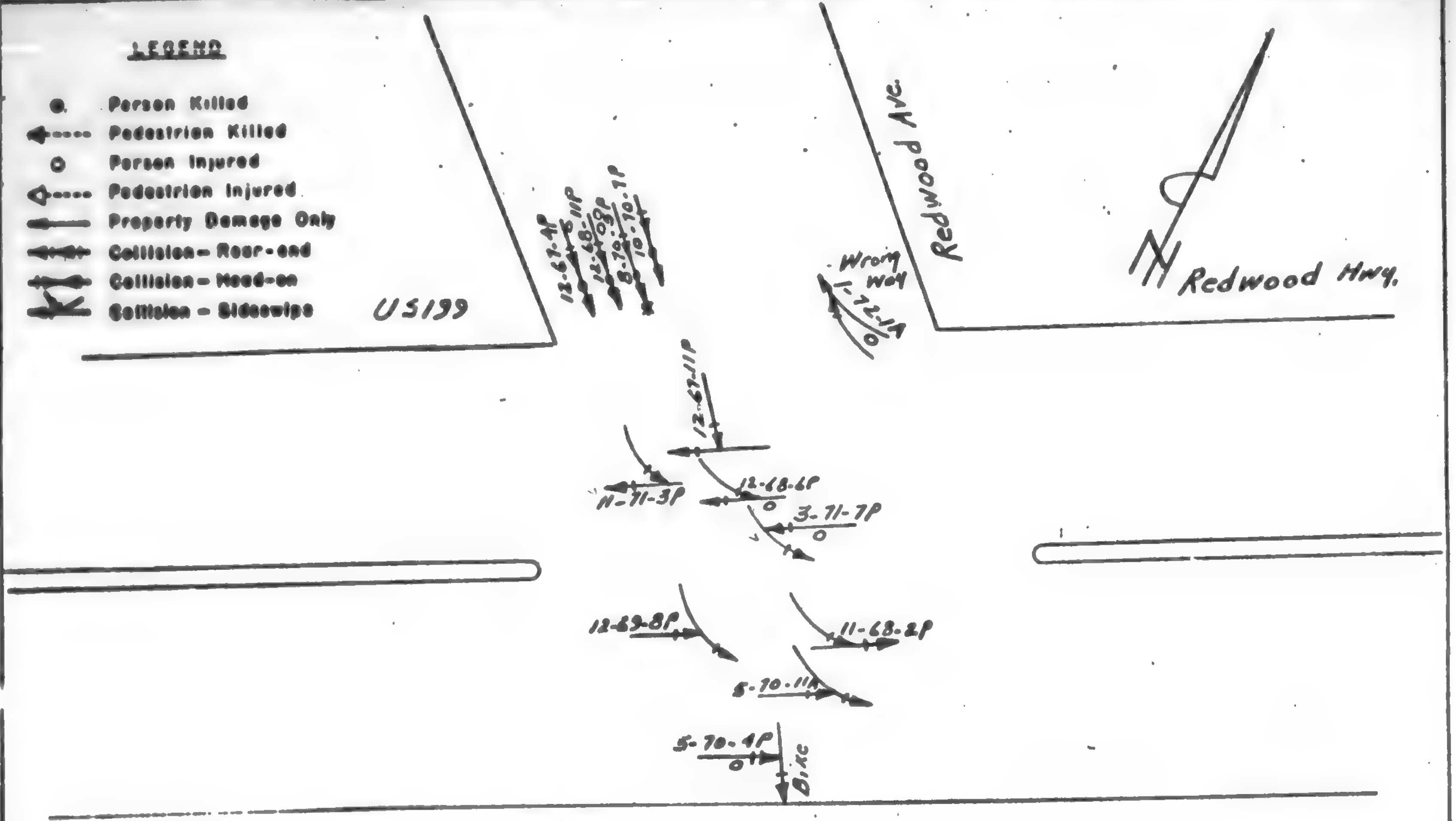
**OREGON STATE HIGHWAY DIVISION**
**TRAFFIC ENGINEERING SECTION**
**ACCIDENT ANALYSIS**

# COLLISION DIAGRAM

City of ____________ County *Josephine*
Intersection of *Redwood Hwy.* and *Redwood Ave.*
Highway Number *25 (US199)* *M.P. 0.90*
Period Covered *1-1-67* to *6-30-72*
Compiled by *VBc* Drawn by ____________ Date *8-16-72*

**LEGEND**

- ● Person Killed
- ◄----- Pedestrian Killed
- ○ Person Injured
- ◁----- Pedestrian Injured
- ◄—— Property Damage Only
- Collision - Rear-end
- Collision - Head-on
- Collision - Sideswipe



- ◁----- Path of Pedestrian
- ◄—— Path of Vehicle
- ◄----- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- ▭ Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

** - Stopped prior to LT*

| Collision Type | 1967-1969 | | | | 1970 | | | | 1971 | | | | 6 Mos. 1972 | | | | Total | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Fatal | Non-fatal | Prop. Damage | Total | Fatal | Non-fatal | Prop. Damage | Total | Fatal | Non-fatal | Prop. Damage | Total | Fatal | Non-fatal | Prop. Damage | Total | Fatal | Non-fatal | Prop. Damage | Total |
| Angle | | | 1 | 1 | | 1 | | 1 | | | | | | | | | | 1 | 1 | 2 |
| Head-on | | | | | | | | | | | | | | | | | | | | |
| Rear-end | | 2 | | 2 | | | 2 | 2 | | | | | | | | | | 2 | 2 | 4 |
| Sideswipe | | | | | | | | | | | | | | | | | | | | |
| Turning Movement | | 1 | 2 | 3 | | | 1 | 1 | | 1 | 1 | 2 | | 1 | | 1 | | 3 | 4 | 7 |
| Parking | | | | | | | | | | | | | | | | | | | | |
| Non-collision | | | | | | | | | | | | | | | | | | | | |
| Fixed Object | | | | | | | | | | | | | | | | | | | | |
| Pedestrian | | | | | | | | | | | | | | | | | | | | |
| Backing | | | | | | | | | | | | | | | | | | | | |
| Misc. | | | | | | | | | | | | | | | | | | | | |
| TOTAL | | 3 | 3 | 6 | | 1 | 3 | 4 | | 1 | 1 | 2 | | 1 | | 1 | | 6 | 7 | 13 |

Form E-261-6-70

[illegible]

8079

Maint

Traffic

Redwood Hwy

PS

A. E. Johnson

2-18-71

## STATUS REPORT

NOTED
R. L. PORTER

## IMPROVEMENTS, SEXTON MOUNTAIN & REDWOOD HIGHWAY

Progress as requested by Mr. Porter:

(1) Curves on Sexton Mountain, I-5

- (a) 48" reverse curve symbols mounted in median.
- (b) Summit has been restriped.
- (c) Delineation has been upgraded on both shoulders.
- (d) Reflectors and backboards have been placed in median rail on all three curves.

(2) Intersection of Redwood Highway & Redwood Avenue

- (a) Flasher is 50% complete.
- (b) County has agreed to pay half the installation and pick up the power charge.

MAINTENANCE ENGINEER
RECEIVED
FEB 18 1971
☐ ME ☐ AME ☐ AME ☐ OE ☐ AG
☐ BME ☐ BS ☐ AA ☐ FILE ☐ TA

2/18/71
CMW:mp

8079

J

FEB 3 1971

FOR FILING

Maint

Traf

February 2, 1971

The Honorable Sidney Bazett
State Representative
Room 18-U, State Capitol
Salem, Oregon 97310

Dear Mr. Bazett:

A few weeks ago, you called our attention to two accident-prone locations near Sexton Mountain summit and one on the Redwood Highway at the intersection of Redwood Avenue.

At Sexton Mountain, we will restripe the summit and curves as weather permits. We will upgrade the delineation on both shoulders and place $W_1$ reflectors and backboards on the median rail on all curves. At the north location, we will place some new curve signs with 55-mile-per-hour indicated speed riders and at the south, a similar symbol with 60-mile-per-hour speed riders. If motorists will observe these, I believe that the situation will be largely mitigated.

A remedy for the Redwood Highway problem is not as clear, but we will install a red flashing beacon for Redwood Avenue traffic and an amber beacon for highway traffic. We will keep this matter under surveillance and will do everything we can to better the accident record.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Tom Edwards
F. B. Klaboe
A. E. Johnson
Victor D. Wolfe
Ralph Sipprell
R. N. Bothman
C. T. Keasey

RLP:fn sr

FORM 2-30

# OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 26, 1971

To: Mr. A.E. Johnson
Assistant State Highway Engineer

BUILDING

SUBJECT: R. L. Porter Request for Traffic Investigation
1. Curves on Sexton Mt. I-5
2. Intersection Redwood Hwy. No. 25 and Redwood Avenue

1. South slope curve on Sexton Mountain had 17 accidents in the period January, 1966 to November, 1970.

North slope curve on Sexton Mountain had 16 accidents in the period January, 1966 to November, 1970.

60" curve symbols with speed riders do exist.

60 MPH on south slope
55 MPH on north slope

Region recommends:

a. 48" reverse curve right symbol sign with ~~60~~ 55 MPH riders be mounted in the median in advance of north slope curves for both uphill and downhill traffic.

b. Install 48" curve left/right symbols sigh with 60 MPH speed riders in median in advance of south slope curve for both uphill and downhill traffic.

c. Restripe summit and curves as weather will permit.

d. Upgrade delineation on both shoulders.

e. Place $W_1$ reflectors and backboards in median rail on all 3 curves.

Approved 1-28-71
ASST. STATE HWY. ENGR.

Cy [illegible]
[illegible]
1-29-71

2. Redwood Highway - Redwood Avenue Intersection

Nine reported accidents in the period January, 1964 to November, 1970.

Region recommends:

Installation of wood pole supported flashing beacon. Red on Redwood Avenue and amber on Redwood Highway.

The report, accident diagrams and sketches are attached.

This office recommends Region 3 plan of action.

With your approval, we shall proceed with this plan as outlined.

Robert N. Bothman
Maintenance Engineer

By Carl M. Williams
Carl M. Williams
Maintenance Operations Engineer

CMW:ds

attachments

RECEIVED
JAN 28 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Carl Williams

FORM E-30 (REV. 10-60)

**OREGON STATE HIGHWAY DIVISION**
**INTER-DEPARTMENT CORRESPONDENCE**

Roseburg, Oregon
January 22, 1971

SUBJECT: Traffic Conditions
Pacific and Redwood Highways
Sexton Summit and Redwood Ave. Connection

To: Mr. R. N. Bothman
Maintenance Engineer
Roseburg, Oregon

Attention: Carl M. Williams

As per your verbal instructions a field investigation has been conducted in company with Mr. Schwartz, Regional Maintenance Engineer, at the two subject locations this date. The findings are as follows:

PACIFIC HIGHWAY-SEXTON MOUNTAIN

A reverse curve right on the north slope of Sexton Mountain consisting of a 7° 30' curve right (M.P. 248.04-248.33) and a 6° curve left (M.P.248.34-248.47) as well as a 6° curve left (M.P. 250.02-250-32) on the south slope was investigated on Interstate 5.

The reverse curve has been posted with 60" reverse curve right symbol signs with 55 MPH speed riders approximately 800 feet in advance of the curve. The individual curve on the south slope has been bracketed with 60" curve symbol signs with 60 MPH speed riders.

Both areas on Sexton Mountain had similar characteristics. The right hand standard delineation (guidepost) was in disrepair due, at least in part, to the very recent snow removal activity. The shoulder lines had been worn completely off by the recent sanding operations and the broken lane line is faint. The pavement surface condition was good. No bleeding or signs of excess oil exists. It's texture is such that it would be considered above average in skid resistance. The median (8'-4") has the older standard guard rail without blocks. Guardrail damage was evident in several locations on these curves.

Attached are collision diagrams showing the reported accident experience on these curves during the period 1/1/66 to 10/31/70.

Seventeen accidents were reported on the south slope curve. Eleven were fixed object, two non-collision, and three rear-end type accidents. There were no fatalities, but nine persons were injured. One involved an animal. These accidents occurred in both the uphill and downhill lanes. It will be noted that a good percentage occurred during winter months which weather may have been a contributing factor. However, many occurred during summer months.

MAINTENANCE ENGINEER
RECEIVED
JAN 25 1971
☐ ME ☐ AME ☐ AME ☐ OE ☐ AG
☐ BS ☐ ABS ☐ AA ☐ FILE ☐ TA

APPROVED:
REG. MAINT. ENGR.

SP*32479-734

Sixteen accidents occurred on the reverse curve on the north slope. In this case, all but one occurred in the downhill lanes. Again, there were no fatalities, but ten persons were injured. Accidents are occurring in the summer months as well as winter.

It is felt that these and other mountainous sections of I-5 where the curvature has been constructed to a somewhat reduced standard, that motirists are overdriving these sections, not realizing that the safe speed is below 70 MPH. The 60" warning signs exist well set back from the traveled way and are post mounted. It is recommended that the following improvements be made in the area of these curves:

1. That a 48" reverse curve right symbol sign with a 55 MPH speed rider be installed in the median in advance of the reverse curve on the north slope facing downhill traffic.

2. That the delineation be brought back to standard through both areas.

3. That two 48" curve symbol signs with 60 MPH speed riders be installed bracketing the curve left on the south slope.

4. That our Eugene standby striping equipment be manned and sent as soon as practical to restripe all the mountain passes including the Siskiyou Summit.

5. That a gap in the guardrail on the south slope be eliminated by installing 250 feet of rail between Engr. Sta. 669+50 and 672+00.

6. That $W_1$ reflectors and white backboards be installed on the median rail throughout the three curves.

### REDWOOD Highway at REDWOOD AVENUE CONNECTION

This one-way "T" type intersection is located just west of the Redwood Interchange in the vicinity of the Josephine County Fairgrounds. Old US99, now a County road (Redwood Avenue) diverges from US199 at a very flat angle for westbound traffic. The opposite movement for those wishing to enter US199 from the County road (eastbound) must "buttonhook" to a stop at nearly 90° to US199. This is the intersection investigated.

January 22, 1971

Mr. R. N. Bothman

Attention: Carl Williams

Page 3 of 3 pages

US199 is a four lane undivided section with a 16' painted median west of this connection and a dirt median divided section exists to the east. The slight grade differential between Redwood Avenue and the Redwood Highway causes this connection to be somewhat obscured from the highway. Side road symbol signs bracketing this intersection were installed March 31, 1970. The posted speed of 65 MPH extends westerly of this junction and 50 MPH easterly. Sight distance is excellent from the normal stop position on the approach to US199.

Attached is a collision diagram showing nine reported accidents at this intersection during the period 1/1/64 and 10/31/70. It can be seen that six of these involved US199 traffic striking entering vehicles. Two such accidents occurred in 1970 just after the side road symbol signs were installed.

It is recommended that a wood pole supported flashing beacon be installed at this location at an estimated cost of $700.00. As our current policy regarding such installations is to share the cost with the county involved, it is further recommended that Josephine County be requested to share the cost of installation.

Glen L Clark

GLEN L. CLARK
Regional Traffic Engineer

GLC:ejb
cc: F. B. Crandall
George Thornton

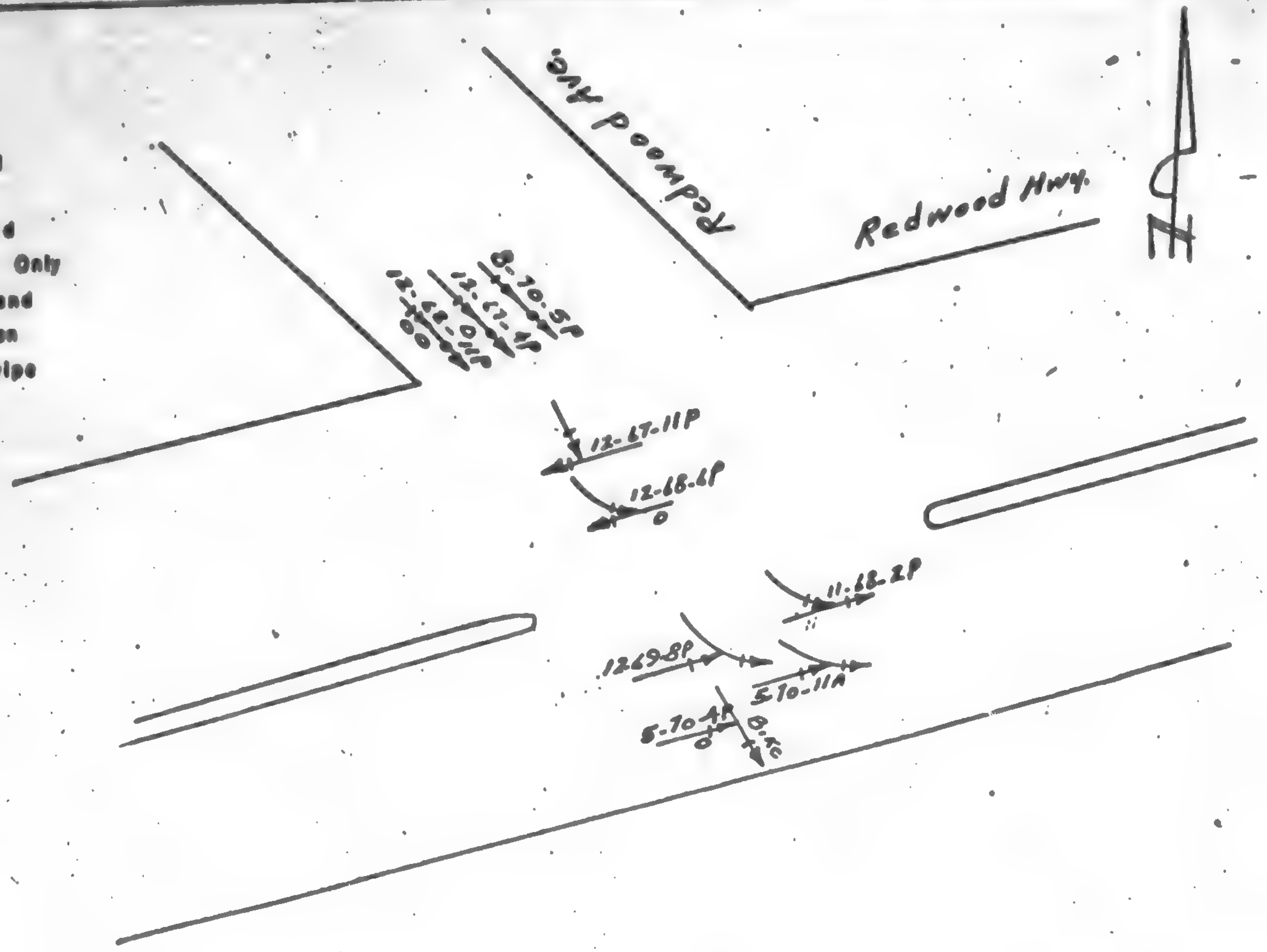
Oregon State Highway Department
Traffic Engineering Division
Accident Analysis

# COLLISION DIAGRAM

City of ________ County Josephine
Intersection of Redwood Hwy. and Redwood Ave.
Highway Number 25 (US 199) M.P. 0.90
Period Covered 1-1-64 to 10-31-70
Compiled by Bc Drawn by ________ Date 1-11-71

**LEGEND**

- ● Person Killed
- ←---- Pedestrian Killed
- ○ Person Injured
- ◁---- Pedestrian Injured
- ← Property Damage Only
- Collision - Rear-end
- Collision - Head-on
- Collision - Sideswipe



- ◁---- Path of Pedestrian
- ← Path of Vehicle
- ←---- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- ▭ Properly Parked
- ▭ Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

Jan, Feb, May and June not available for 1969

| Collision Type | 1964-1965 | | | | 1966-1967 | | | | 1968-1969 | | | | 10 Mos. 1970 | | | | Total | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Fatal | Non-fatal | Prop. Damage | Total | Fatal | Non-fatal | Prop. Damage | Total | Fatal | Non-fatal | Prop. Damage | Total | Fatal | Non-fatal | Prop. Damage | Total | Fatal | Non-fatal | Prop. Damage | Total |
| Angle | | | | | | | 1 | 1 | | | | | | 1 | | 1 | | 1 | 1 | 2 |
| Head-on | | | | | | | | | | | | | | | | | | | | |
| Rear-end | | | | | | 1 | | 1 | | 1 | | 1 | | | 1 | 1 | | 2 | 1 | 3 |
| Sideswipe | | | | | | | | | | 1 | 2 | 3 | | | 1 | 1 | | 1 | 3 | 4 |
| Turning Movement | | | | | | | | | | | | | | | | | | | | |
| Parking | | | | | | | | | | | | | | | | | | | | |
| Non-collision | | | | | | | | | | | | | | | | | | | | |
| Fixed Object | | | | | | | | | | | | | | | | | | | | |
| Pedestrian | | | | | | | | | | | | | | | | | | | | |
| Backing | | | | | | | | | | | | | | | | | | | | |
| Misc. | | | | | | | | | | | | | | | | | | | | |
| TOTAL | | - | | 0 | | 1 | 1 | 2 | | 2 | 2 | 4 | | 1 | 2 | 3 | | 4 | 5 | 9 |

8080 Hendricks Br. State Wayside 1974
on McKenzie E of Springfield
(Toilet Building)

8080

B

August 14, 1973

Unigard Mutual Ins. Co.
A Washington Corporation
P.O. Box 23411
Portland, OR 97223

Gentlemen:

A post-final payment for $700 will be made to Shur-Way Contractors, Inc., on Contract No. 8080 for work in Hendricks Bridge State Wayside in Lane County as soon as the warrant is prepared.

The total amount paid on this contract will be $40,895.30 including the post-final payment. Of the total $3,255.67 is for force account.

Very truly yours,

C. W. Mead
COMMISSION SERVICES

ser

cc Shur-Way Contractors, Inc.
P.O. Box 1908
Eugene, OR 97401

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
A. Shirley

8080

August 4, 1975

Shur-Way Contractors
P.O. Box 1908
Eugene, OR 97401

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8080 for work on Hendricks Bridge State Wayside in Lane County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 14 days is granted because of delay in delivery of materials, which will delete all liquidated damages.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc: F. B. Klaboe
H. S. Coulter
C. T. Keasey
Bob Church
Bud Shirley
Ellis Jones

fr dpy

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
July 31, 1975

FILE: CON 5 #8080

John A Bond

**FROM:** John A. Bond
Construction Administration Engineer

**TO:** H. S. Coulter
Assistant State Highway Engineer

**SUBJECT:** Hendricks Bridge State Wayside
Contract No. 8080
Extension of Time

The Hendricks Bridge State Wayside project, Contract No. 8080, had a specified completion date of March 31, 1975. Shur-Way Contractors, Inc. did not complete work until April 14, 1975. Fourteen days liquidated damages were charged at $50 per day.

Completion was delayed awaiting toilet partitions fabricated of unique materials specified in the special provision of the contract. Even though these were ordered early in the contract (30 days after award), they did not arrive at the job until April 11. We believe the 14 days overrun meets the requirements of subsection 109.08 "Adjustment of Contract Time due to Delay in Delivery of Materials."

I recommend that the specified completion date be adjusted to April 14, 1975 to delete all liquidated damages.

This is a State project. A draft letter to the contractor is attached.

JAB:DL:fr

Att.

cc: Robert Church

RECEIVED

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Eugene, Oregon

DATE July 14, 1975

TO J. X. Wilson
Region Construction Engineer

FROM Ellis H. Jones

SUBJECT Hendricks Bridge State Wayside
Extension of Time

The subcontractor, Meili Construction Company, ordered the toilet partitions November 29, 1974. The partitions arrived April 11, 1975. Contrary to the special provisions, which indicates that any of the brands of plastic laminate listed may be used, the color specified by the architect was not available in Formica brand. (Formica brand is the standard material used by the manufacturer of these partitions.) This color choice required the manufacturer to acquire Textolite brand plastic laminate. The manufacturer stated that additional time would be needed to manufacture the partitions due to the fact that a color from Textolite brand plastic laminate was selected rather than Formica brand. As stated in the attached letter from Shur-Way Contractors, this shortage in plastic laminate caused a three to four week delay in delivery of the partitions.

I feel that the plastic laminate material was ordered by the contractor far enough in advance that under normal circumstances the partitions would have arrived on time. As set forth in the special provisions titled "Adjustment of contract time due to delay in delivery of materials", the contractor is entitled to an extension of time of 14 days.

Ellis H. Jones
Resident Engineer

BP/kj

Shur-Way CONTRACTORS

P.O. BOX 1908 • EUGENE, OREGON 97401 • PHONE (503) 747-0722

July 11, 1975

State of Oregon
Highway Division
2191 E. 15th
Eugene, Oregon 97403

Attn: Ben Purky

Re: Contract 8080
Hendricks Bridge State Wayside

Gentlemen:

Shortages of raw materials caused a delay in delivery of toilet partitions of 3 to 4 weeks for the above project.

We therefore have requested a time extension of 14 days to complete the job.

Your favorable consideration of this request would be greatly appreciated.

Yours very truly,
Shur-Way Contractors, Inc.

Max Ansola Jr.

Max Ansola, Jr.
President

MA:bs

B-329 (Rev. 1-72)

OREGON STATE HIGHWAY COMMISSION

# Contractors Request
for
# Increase in Number of Workdays
to
# Complete Construction Contract

**Oregon State Highway Commission**
**Salem, Oregon**

Date June 23, 1975

**Gentlemen:**

We, the undersigned, respectfully request an increase in the number of workdays from 3-31-75 days to 4-14-75 days, within which to complete our Contract No. 8080, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Interior finishing delayed by late arrival of toilet partitions.
Toilet partitions arrived at job 4-11-75, installed 4-14-75.

Respectfully submitted,

Shur-Way Contractors, Inc.
Contractor

By Max Ansola Jr.
Max Ansola, Jr. Pres.

---

**CONSENT OF SURETY**

Date June 23, 1975

We, UNIGARD INSURANCE COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Wendell Blush
Attorney-in-fact
Surety Manager, CHQ, Unigard Mutual Insurance Co. (SEAL)

Ronald D. Burke
Ronald D. Burke, Resident Agent

**OREGON STATE HIGHWAY COMMISSION**

# Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8080 Contractor Shur-Way Contractors, Inc.

Highway

Section Hendricks Bridge State Wayside

Kind of Work Toilet Building

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

See attached letter.

Recommend 14 days time extension of contract time due to delay in delivery of materials (toilet partitions). This will revise the completion date to April 14, 1975 to delete all liquidated damages.

Recommended for Approval:

J. X. Wilson
Regional Engineer

for
Construction Engineer ~~or Bridge Engineer~~

State Highway Engineer

Contract No. 8080
Project designation State
State-Federal
Date awarded 10-29-74
Work started 12-2-74
Per cent completed 100% 4-14-75
Date
No. of Workdays Allowed to 3-31-75
No. of Workdays Used 14 additional
No. of Added Workdays Requested 14

SP*67065-734

8080

R

**OREGON STATE**
**HIGHWAY DIVISION**

HIGHWAY BUILDING SALEM, OREGON 97310

July 9, 1975

~~Shur-Way Contractors~~
~~P.O. Box 1908~~
~~Eugene, OR 97401~~

Re: Contract No. 8080
Hendricks Bridge State Wayside

Gentlemen:

This will acknowledge your July 2, 1975 letter concerning an extension of the contract time on this project.

Formal consideration of a contract time extension must be in accordance with Section 108.09 of the Standard Specifications - "Adjustment of Contract Time." You will note the first paragraph of this specification states that the contractor's request shall be in writing upon a form provided by the Division, with the consent of the surety endorsed thereon.

Attached are several copies of the form to which the specification refers. Please complete it as indicated and submit it to the Resident Engineer for further consideration. Supplementary supporting information such as copies of material orders or correspondence from your suppliers concerning material delays should be attached to the form. Your request will be reviewed and recommended upon by the Resident Engineer and the Region Office, which will then forward it to this office.

Very truly yours,

C. T. Keasey
Construction Engineer

By

John A. Bond
Construction Administration Engineer

JAB:fr
Att.

bc: H. S. Coulter
Alfred Shirley, Jr.

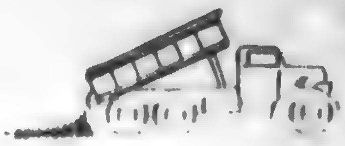
RECEIVED
JUL 10 1975
Office of
Assistant State Highway Engineer

NOTED
H.S.COULTER

E-123

Shur-Way CONTRACTORS

P.O. BOX 1908 • EUGENE, OREGON 97401 • PHONE (503) 747-0722



July 2, 1975

NOTED
H. S. COULTER

State of Oregon
Highway Division
Highway Building
Salem, Oregon 97330

Re: Contract 8080
Hendricks Bridge State Wayside

Gentlemen:

Shortages of raw materials caused a delay in delivery of toilet partitions of 3 to 4 weeks for the above project.

We therefore have requested a time extension of 14 days to complete the job.

Your favorable consideration of this request would be greatly appreciated.

Yours very truly,
Shur-Way Contractors, Inc.

Max Ansola Jr

Max Ansola, Jr.
President

MA:bs

RECEIVED
JUL 7 1975
Office of
Assistant State Highway Engineer

7-7-75
orig to [illegible]
Ans. Direct, cy HSC

RECEIVED
STATE HWY ENGR
JUL 7 '75
REFER TO
HSC
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  | ✓ |  |  |  |

8080

R

July 1, 1975

Unigard Mutual Insurance Co.
PO Box 23411
Portland, OR

Gentlemen:

On June 18, 1975, we wrote to you concerning release of final payment on Contract No. 8080 awarded to Shur-Way Contractors, Inc., for a toilet building at Hendricks Bridge State Wayside in Lane County.

Final payment on this contract is $2,038.65 and the total contract amount is $40,195.30 including $3,255.67 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

cc Shur-Way Contractors, Inc.
PO Box 1903
Eugene, OR 97401

bc C. T. Keasey
Walt Hart
V. E. Skoog, Att. Dick Hacek
A. Shirley
fkn/hb

8086

REPORT NO. 25 R

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: HENDRICKS BRIDGE STATE WAYSIDE

WEEK ENDING: MAY 24, 1975

SECTION PREFIX: 20-3360

HIGHWAY:

COUNTY: LANE

NAME OF JOB: HENDRICKS BR. STATE WAYSIDE

KIND OF WORK: TOILET BUILDING

CONTRACTOR: SHUR-WAY CONTRACTORS, INC.

CONTRACT NUMBER: 8080

FEDERAL AID PROJECT NUMBER: STATE

DATE OF CONTRACT: OCTOBER 29, 1974

DATE WORK STARTED: DECEMBER 2, 1974

ESTIMATED COMPLETION DATE: PROJECT COMPLETE

AVERAGE FORCE ON PROJECT FOR THE WEEK: 0

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: MARCH 31, 1975

PERCENT OF TIME ELAPSED: 109.1%

PROJECT AUTHORIZATION: $ 47065.03

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100.0%

EXCLUSIVE OF ENGINEERING: $ 42954.55

ENGINEERING AUTHORIZATION: $ 4110.48

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 95.2

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 40895.29

ENGINEERING COST TO DATE: $ 5266.89

THIS WEEK 0.0

DATE PROJECT WAS COMPLETED: APRIL 14, 1975

ESTIMATED PERCENT: [redacted] UNDERRUN 4.8%

PERCENT OF AUTHORIZATION 128.1%

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

None

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| TYPE OF WORK<br>~~BRIDGE NO.~~ | | TOILET BUILDING INSTALLATION | | | | | |
| PERCENT | | 100.% | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY | | | | |
| MONDAY | SHOWERS | | | |
| TUESDAY | PARTLY CLOUDY | | | |
| WEDNESDAY | CLEAR | | | |
| THURSDAY | MOSTLY CLOUDY | | | |
| FRIDAY | MOSTLY CLOUDY | | | |
| SATURDAY | | | | |

RECEIVED
MAY 27 1975
CONSTRUCTION SECTION

Kelsey
~~Bond~~
Jackmond
~~Harwood~~
Johnson
Walker

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY | Hendricks Bridge State Wayside - for week of May 18 thru 26, 1975. |
| MONDAY | No activity this week. |
| TUESDAY | |
| WEDNESDAY | |
| THURSDAY | |
| FRIDAY | |
| SATURDAY | |

### REMARKS

Project complete.

Semi-final to be submitted when Inspection Certificates received from Lane County, State Department of Environmental Quality, and Department of Commerce.

SIGNED Ellis H Jones LOCATION Eugene

Ellis H. Jones, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

Form 2-300—8M 8080

REGON STATE HIGHWAY DEPARTMEN

# Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Hendricks Bridge State Wayside  Date December 5, 1974

Highway - - -  Contract No. 8080

County Lane  Prefix 20-3360

Contractor Shur-Way Contractors, Inc.  F. A. Project No. State

Address P.O. Box 1908, Eugene, Oregon 97401  Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Furnish and install underground electrical power supply line from EWEB pole #7968 on Harbert Lane to pump house in park. Installation consists of approximately 400 L.F. of trenching, 70 L.F. 1½" rigid galvanized conduit, 370 L.F. 1-½" P.V.C. conduit, 900 L.F. 3/0 TW wire, 450 L.F. #4 TW wire, 2 ea 1-½" 90° galvanized elbows, 1 ea 1-½" weatherhead and required misc. materials.

Location by station numbers:

EWEB pole #7968 to pump house

Estimate of quantities and cost:

| | |
|---|---|
| Labor.................................. | $1000.00 |
| Materials.............................. | 1850.00 |
| Equipment.............................. | 400.00 |
| Total: | $3250.00 |

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
This work is anticipated in the contract authorization. Because of the difficulty in negotiating an acceptable lump sum price for this installation, it is considered best to proceed on the force account basis.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

| | | |
|---|---|---|
| Project authorization . . . . . . . . . . | $ 47,065.03 | |
| Present estimate of project cost, including $ 3250.00 for work under this order | $ 45,265.31 | |
| Expected under-run amount . . . . . . . | $ 1,799.72 | |
| Expected under-run per cent . . . . . . | 3.8% | |

Space to right of this line is for use of Salem Office

Submitted by: ........ Resident Engineer

Approval Recommended: ........ Construction Engineer or Bridge Engineer

Approval Recommended: ........ Division Engineer

Approved: ........

12-17-74

SP*23577-734

8080

October 30, 1974

Shur-Way Contractors, Inc.
P. O. Box 1908
Eugene, OR 97401

Gentlemen:

The Oregon Transportation Commission on October 29, 1974, awarded to you State Highway Contract No. 8080 in the amount of $37,604.83 on the Hendricks Bridge State Wayside on the McKenzie Highway in Lane County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

C. W. Mead
COMMISSION SERVICES

js

bc C. T. Keasey
Walt Hart
Vince Gallagher
A. Shirley
Ellis Jones
Roy Olson

8081 Lebanon Rd.-Halsey Intchg.  1974
Sec. Pac. Hwy. S. of Albany
(Paving & structures)

#8081

8081

November, 1979

Mary Young vs. Highway Division of the State of Oregon, et al

Accident occurred on or about December 19, 1975.

SEE: LEG 6

8081

8

ROBERT W. STRAUB
GOVERNOR

## Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

August 12, 1977

U.S. National Bank
Citizens Branch
PO Box 14729
Portland, OR 97214

Attention: Don Kluherz
Gen. Loan Officer

Re: Babler Bras.,Inc.

We received safekeeping receipt 144688 for TCD 324795 in the amount of $65,000 and TCD324796 in the amount of $95,0 00 both maturing September 9, 1977. These replace TCD 324716 in the amount of $65,000 and TCD 324717 in the amount of $95,000.

Security Summary:

| Contract | Prior Allocation | Change | New Allocation |
|---|---|---|---|
| 8081 | $ 35,000 | (35,000) | -0- |
| 8343 | 95,000 | -0- | 95,000 |
| 8375 | 30,000 | -0- | 30,000 |
| 8439 | 15,000 | -0- | 15,000 |
| 8504 | 10,000 | 35,000 | 45,000 |
| | $185,000 | -0- | $185,000 |

Vernon E. Skoog
Controller

by ____________________
James J. Kinns
Contract Accounting Executive

cc: Babler Bros.,Inc.

bc: C.W. Head
R. Church
C.W. Barrett, Jr.(Att.)

8081

9

ROBERT W. STRAUB
GOVERNOR

**Oregon State Highway Division**

HIGHWAY BUILDING, SALEM, OREGON 97310

July 22, 1977

U.S. National Bank
Citizens Branch
PO Box 14729
Portland, OR 97214

Attention: Don Kluherz
Gen. Loan Officer

Re: Babler Bros., Inc.
Contract 8081

This project has been finalled. The $35,000 deposited in lieu of retainage may be released or transferred to another project.

Please notify this office as to the disposition of this deposit.

Vernon E. Skoog
Controller

by ________________________
James J. Kinns
Contract Accounting Executive

JJK:mm

cc: Babler Bros., Inc.

bc: C.W. Head
R. Church
C.W. Barrett, Jr.

8081 8

July 18, 1977

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

Gentlemen:

On July 13, 1977, we wrote to you concerning release of final payment on Contract No. 8081 awarded to Babler Bros., Inc. for work on the Lebanon Road Interchange-Halsey Interchange Section of the Pacific Highway in Linn County.

The total contract amount is $4,486,928.08 including $2,449.80 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Babler Bros., Inc.
4617 S.E. Milwaukie Avenue
Portland, OR 97202

Corroon & Black of Oregon
1600 S.W. Fourth Avenue
Portland, OR 97201

bc C. T. Kaasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
John Sheldrake

8081

ROBERT W. STRAUB
GOVERNOR

**Oregon State Highway Division**

HIGHWAY BUILDING, SALEM, OREGON 97310

April 14, 1977

U.S. National Bank
Citizens Branch
P.O. Box 14729
Portland, OR 97214

Attention: Don Kluherz,
General Loan Officer

Re: Babler Bros.,Inc.

Safekeeping receipt 144651 for TCD 271994 in the amount of $95,000 and TCD 271995 in the amount of $65,000 both maturing May 8, 1977 has been received. This replaces security receipt 144602 for $210,000.

Total Summary of Securities:

| Contract | Prior Allocation Amount | Prior Allocation TCD | Change This Transaction | New Allocation Amount | New Allocation TCD |
|---|---|---|---|---|---|
| 8081 | $35,000 | 271918 | -0- | $35,000 | 271994 |
| 8192 | 60,000 | 271917 | (50,000) | 10,000 | 271995 |
| 8235 | 25,000 | 271917 | -0- | 25,000 | 271995 |
| 8343 | 30,000 | 271917 | -0- | 30,000 | 271995 |
| | 25,000 | 271918 | -0- | 25,000 | 271994 |
| | 15,000 | 271939 | -0- | 15,000 | 271939 |
| | 70,000 | | | 70,000 | |
| 8375 | 30,000 | 271918 | -0- | 30,000 | 271994 |
| 8439 | 5,000 | 271918 | -0- | 5,000 | 271994 |
| | 10,000 | 271939 | -0- | 10,000 | 271939 |
| | 15,000 | | | 15,000 | |

Vernon E. Skoog
Controller

by____________________
James J. Kinns
Contract Payments Executive

JJK:mm

cc: Babler Bros.,Inc.

bc: C.W.Head
R. Church
C.W. Barrett(Att.)

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8081

Files 1

OLES, MORRISON,
RINKER, PICKEL, STANISLAW & ASHBAUGH
LAWYERS
SUITE 3208, SEATTLE-FIRST NATIONAL BANK BLDG.
SEATTLE, WASHINGTON 98154
(206) 623-3427

GERALD DE GARMO
OF COUNSEL

STUART G. OLES
SETH W. MORRISON
BRUCE T. RINKER
HUGH E. PICKEL
RICHARD M. STANISLAW
DAVID L. ASHBAUGH
DAVID C. STEWART
SAM E. BAKER, JR.

ARTHUR D. McGARRY
WILLIAM R. SQUIRES III
B. MICHAEL SCHESTOPOL
PAMELA D. O. LARSON
DAVID G. HANCOCK
THEODORE L. PREG
GREGORY S. PETRIE

April 11, 1977

Mr. C. W. Head
Commission Services
Department of Transportation
State Highway Building
Salem, Oregon 97301

4-14-77
Copies to Sollis & Bond

Re: State of Oregon, Department of Transportation, Contract No. 8081

Dear Mr. Head:

This is to advise you that the litigation between Babler Brothers, Inc., the prime contractor, and Babler/McCall Crushing Company, Inc., its sub-contractor, on the above referenced construction contract has been settled. Thus it will not be necessary for this firm to review those records of your department pertaining to the above referenced contract as previously scheduled between yourself and Mr. Richard Stanislaw and as confirmed in your letter of April 1, 1977. It will thus also not be necessary for Keats Oliver and Larry Russell to make themselves available as they have previously agreed to do and by copies of this letter I am advising them of that fact. We thank you for your cooperation in this matter which has been much appreciated.

Very truly yours,

Arth D McGarry

Arthur D. McGarry

ADM:daz
cc: Babler/McCall Crushing Co., Inc.
Larry Russell
Keats Oliver

NOTED
C. W. HEAD

RECEIVED
APR 13 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

## DEPARTMENT OF JUSTICE

**Memorandum**

**TO:** Cecil Head
Commission Services

**DATE:** March 30, 1977

**FROM:** Jack L. Sollis
Assistant Attorney General

**SUBJECT:** Request for Information Contract No. 8081

I have reviewed the attached letter from Richard M. Stanislaw and see nothing wrong with letting him inspect any of the documents he wishes to.

JLS:sjb

Files - Contract File
Constr - John Bond
Lab -
Church
Gebauer) Room 316
Res. Engr - (K. Olivier)
Reg - Office

NOTED
C. W. HEAD

**OLES, MORRISON,**
**RINKER, PICKEL, STANISLAW & ASHBAUGH**
LAWYERS
SUITE 3208, SEATTLE-FIRST NATIONAL BANK BLDG.
SEATTLE, WASHINGTON 98154
(206) 623-3427

GERALD DE GARMO
OF COUNSEL

STUART G. OLES
SETH W. MORRISON
BRUCE T. RINKER
HUGH E. PICKEL
RICHARD M. STANISLAW
DAVID L. ASHBAUGH
DAVID C. STEWART
SAM E. BAKER, JR.

ARTHUR D. McGARRY
WILLIAM R. SQUIRES III
B. MICHAEL SCHESTOPOL
PAMELA D. O. LARSON
DAVID G. HANCOCK
THEODORE L. PREG
GREGORY S. PETRIE

March 24, 1977

Mr. C. W. Head
Commission Services
Department of Transportation
State Highway Building
Salem, Oregon 97301

Re: State of Oregon, Dept. of Transportation,
Contract No. 8081

Dear Mr. Head:

The above-referenced construction contract is now the subject of litigation between Babler Bros., Inc., the prime contractor, and Babler/McCall Crushing Co., a subcontractor. The State of Oregon is not a party to this litigation.

In connection with my representation of Babler/McCall Crushing Co. in this litigation, I deem it advisable to inspect and copy, where necessary, documents in possession of the State of Oregon pertaining to the subject project. What I would like to review is every piece of paper or other document in possession of the State of Oregon which is in any way related to the subject project. This would include, but not be limited to, correspondence to and from Babler Bros., Inc., project diaries, daily inspection reports, test results of any materials that were analyzed, quantity calculations, photographs, part charts - CPM's or other progress schedules, all submittals made by Babler Bros., Inc., either directly or on behalf of their subcontractors, payment estimates, results of any tests performed on any of the materials (aggregate, asphalt, etc.) utilized in the project, preconstruction meeting minutes and job site meeting minutes, intra-departmental communications or correspondence.

copies to
Sollis
Bond

NOTED
C. W. HEAD

As stated above, if there are other documents not specifically included in the foregoing list that pertain to this project, we would also like to review them. We recognize that the bulk of material requested is rather large, but the nature and size of the lawsuit is such that it will require a thorough examination of all these records.

In accordance with your suggestion, we have projected ahead to April 14, 1977 as a suitable date for conducting this inspection. We will plan on being in your office early on the morning of April 14th for you to give us instructions as to where and what procedure to follow in conducting the review.

We thank you very much for your cooperation in this matter, and should you have any questions at all about our request, please do not hesitate to contact the undersigned.

Sincerely yours,

Richard M Stanislaw

Richard M. Stanislaw

RMS/bh
cc: Babler/McCall Crushing Co., Inc.

RECEIVED
MAR 28 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8081

1859

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

January 12, 1977

U.S. National Bank
Citizens Branch
P.O. Box 14729
Portland, OR 97214

Attention: Don Kluherz
General Loan Officer

Re: Babler Bros, Inc.

Safekeeping receipt no's 144599 and 144602 were received and indicate the following TCD replacements:

| Rec. No. | Original TCD | Amount | Replacement TCD |
|---|---|---|---|
| 144599 | 271630 | $ 5,000 | 271697 |
| 144599 | 271632 | 55,000 | 271699 |
| 144602 | 271653 | 100,000 | 271741 |
| 144602 | 271654 | 115,000 | 271742 |

Retainage requirements on contract 8235 have been reduced $25,000. Distribution of the $65,000 released on this project is being made in accordance with a telephone conversation with Ray Richards of Babler Bros. on this date.

Security Summary:

| Contract | Prior Total | This Transaction | TCD | New Total |
|---|---|---|---|---|
| 8081 | $ 35,000 | No change | | $ 35,000 |
| 8192 | 115,000 | $ 10 ,000 | 271699 | 125,000 |
| 8203 | 30,000* | No change | | 30,000 |
| 8235 | 90,000 | (20,000) | 271699 | |
| | | (15,000) | 271741 | |
| | | (30,000) | 271742 | 25,000 |
| 8343 | -0- | 10,000 | 271699 | |
| | | 15,000 | 271741 | |
| | | 30,000 | 271742 | 55,000 |
| 8375 | 30,000 | No change | | 30,000 |

* Includes $25,000 deposited under safekeeping receipt no. 144566 for TCD no. 271669.

Vernon E. Skoog,
Controller

**NOTED
C. W. HEAD**

bc; C.W.Head(Att.)
R. Church
C. Barrett(Att)
cc: Babler Bros

By
James J. Kinns, Contract Payments Executive

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

JJK:mm C.W. Head

144599

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING RECEIPT

Branch [illegible] No. 30

DATE 10-27-76

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't
☐ CR. SVNG. Acc't
☐ Remit

For The Account of [illegible] BROS INC.
1617 S E Milwaukie
Portland, Oregon 97202

DEPOSITED BY L Taylor

Assignment to Oreg State Highway Attached

| | |
|---|---|
| $55,000.00 | TCD 14 00271545 dated 10-27-76 due 11-26-76 05%(ren 14 271142) |
| $5,000.00 | TCD 14-0271630 dated 11-26-76 due 12-27-76 05% (ren 14-271543) |
| $55,000.00 | TCD 14-00271632 dated 11-26-76 due 12-27-76 05% (ren 14-271545) |
| $5,000.00 | TCD 14 271697 dated 12-27-76 due 1-26-77 05% (ren 14 271630) |
| $55900.00 | TCD 14 271699 dated 12-27-76 due 1-26-77 05% (ren 14 271632) |

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

DEPOSIT

☐ New Cust BAL. ________ TELLER
☐ New Sec. MAT. ________ CUSTOMER (Unnecessary if Sig. Card on file)
☐ Addition INT. ________

15-268 7/72

Branch Record Copy

RECEIVED
DEC 30 1976
CONTRACT ACCOUNTING

WILL BE PAID ON THIS CERTIFICATE AFTER MATURITY UNLESS AUTOMATI

(applicable only if Automatic Renewal box is checked).

AUTOMATIC RENEWAL

THIS CERTIFICATE WILL BE RENEWED AUTOMATICALLY AT THE SAME INTEREST RATE AND TERMS unless (1) presented and surrendered for payment within ten days after any maturity date or (2) at least ten days prior to any maturity date the Bank has sent written notice to the owner of the Bank's election not to renew or (3) at least ten days prior to any maturity date the Bank has sent written notice to the owner that renewal will be at different interest rate or terms

This certificate is a time certificate of deposit assignable only on the books of the issuing branch of this Bank and is subject to all the rules and regulations now or hereafter issued by the Federal Deposit Insurance Corporation, the Board of Governors of the Federal Reserve System and this Bank.

PAYABLE AT Citizens (ISSUING BRANCH) BRANCH (NO.) 20

Barbara J. Streng
(AUTHORIZED SIGNATURE)

11-2294 2/76

---

144602

**UNITED STATES NATIONAL BANK OF OREGON**

**SAFEKEEPING RECEIPT**

Branch CITIZENS No. 20

DATE 11-8-76

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't

☐ CR. SVNG. Acc't

☐ Remit

For The Account of

BARBER BROS INC.
4617 S. E. Milwaukie
Portland, Oregon 97202

DEPOSITED BY L. Taylor

Assignment to Oregon State Highway Attached

| | |
|---|---|
| $115,000.00 | TCD 14 00271581 dated 11-8-76 due 12-8-76 @5%(ren 14 271491) |
| $100,000.00 | TCD 14 00271580 dated 11-8-76 due 12-8-76 @5%(ren 14 271492) |
| $100,000.00 | TCD 14 271653 dated 12-8-76 due 1-7-77 @5%(ren 14 271580) |
| $115,000.00 | 14 271654 dated 12-8-76 due 1-7-77 @5%(ren 14 271581) |
| $100,000.00 | 14 271751 dated 1-7-77 due 2-7-77 @ 5%(ren 14 271653) |
| 115,000.00 | 14 271742 dated 1-7-77 due 2-7-77 @ 5%(ren 14 271654) |

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

DEPOSIT

☐ New Cust BAL.

☐ New Sec. MAT.

☐ Addition INT.

TELLER

CUSTOMER
(Unnecessary if Sig. Card on file)

# U.S. Bank Savings Certificate

No. 14-(1) 271741

NON-NEGOTIABLE CERTIFICATE OF DEPOSIT

5 % (RATE)

Jan. 7, 1977 ISSUE DATE

Feb. 7, 1977 MATURITY DATE

$ 100,000.00

**UNITED STATES NATIONAL BANK OF OREGON**

WILL PAY THE SUM OF UNITED STATES NATIONAL BANK 100000 dols 00 cts DOLLARS

TO * * * * *BABLER BROS INC. * * * * * * * * * * * * * *

4617 S.E. Milwaukie (ADDRESS) Portland, (CITY) Oregon (STATE) 97202 (ZIP CODE)

Upon return of this certificate properly endorsed on the above maturity date or upon any subsequent maturity date as provided herein.

☒ Single Maturity ☐ Automatic Renewal

☒ SIMPLE INTEREST

- ☐ Frequency of Payment
  - ☐ Quarterly
  - ☐ Semi-annual
  - ☐ Annual
  - ☒ At Maturity

Method of Payment

- ☐ Deposited to Checking
  - No. ______
  - Br. ______
- ☐ Deposited to Savings
  - No. ______
  - Br. ______
- ☒ Paid by Cashier's Check

☐ COMPOUND INTEREST
Interest will be compounded quarterly from issue date.

Taxpayer's Identification No. 93-0374164

INTEREST
Interest will be paid in accordance with the option(s) checked from issue date at the per annum rate set forth above. NO INTEREST WILL BE PAID ON THIS CERTIFICATE AFTER MATURITY UNLESS AUTOMATICALLY RENEWED AS PROVIDED BELOW

AUTOMATIC RENEWAL (applicable only if Automatic Renewal box is checked)
THIS CERTIFICATE WILL BE RENEWED AUTOMATICALLY AT THE SAME INTEREST RATE AND TERMS unless (1) presented and surrendered for payment within ten days after any maturity date or (2) at least ten days prior to any maturity date the Bank has sent written notice to the owner of the Bank's election not to renew or (3) at least ten days prior to any maturity date the Bank has sent written notice to the owner that renewal will be at different interest rate or terms

This certificate is a time certificate of deposit assignable only on the books of the issuing branch of this Bank and is subject to all the rules and regulations now or hereafter issued by the Federal Deposit Insurance Corporation, the Board of Governors of the Federal Reserve System and this Bank.

PAYABLE AT Citizens (ISSUING BRANCH) BRANCH (NO.) 20 (AUTHORIZED SIGNATURE)

11-2294 2/76

---

144602

**UNITED STATES NATIONAL BANK OF OREGON**
**SAFEKEEPING RECEIPT**

Branch CITIZENS No. 20

DATE 17-8-76

DISPOSITION OF PROCEEDS

- ☐ CR. CKNG. Acc't ______
- ☐ CR. SVNG. Acc't ______
- ☐ Remit ______

For The Account of
BABLER BROS INC.
4617 S. E. Milwaukie
Portland, Oregon 97202

DEPOSITED BY L. Taylor

Assignment to Oregon State Highway Attached

# U.S. Bank Savings Certificate

No. 14-00 271742

NON-NEGOTIABLE CERTIFICATE OF DEPOSIT

5 % (RATE) Jan. 7, 1977 ISSUE DATE Feb. 7, 1977 MATURITY DATE $115,000.00

**UNITED STATES NATIONAL BANK OF OREGON**

WILL PAY THE SUM OF UNITED STATES NATIONAL BANK 115000 dols 00 cts DOLLARS

TO *****BABLER BROS INC. ***********

4617 S.E. Milwaukie (ADDRESS) (CITY) Portland, Oregon 97202 (STATE) (ZIP CODE)

Upon return of this certificate properly endorsed on the above maturity date or upon any subsequent maturity date as provided herein

☒ Single Maturity ☐ Automatic Renewal

☒ SIMPLE INTEREST
- ☐ Frequency of Payment
  - ☐ Quarterly
  - ☐ Semi-annual
  - ☐ Annual
  - ☒ At Maturity

Method of Payment
- ☐ Deposited to Checking
  - No.
  - Br.
- ☐ Deposited to Savings
  - No.
  - Br.
- ☒ Paid by Cashier's Check

☐ COMPOUND INTEREST
Interest will be compounded quarterly from issue date

Taxpayer's Identification No 93-0374164

INTEREST

Interest will be paid in accordance with the option(s) checked from issue date at the per annum rate set forth above NO INTEREST WILL BE PAID ON THIS CERTIFICATE AFTER MATURITY UNLESS AUTOMATICALLY RENEWED AS PROVIDED BELOW

AUTOMATIC RENEWAL (applicable only if Automatic Renewal box is checked)

THIS CERTIFICATE WILL BE RENEWED AUTOMATICALLY AT THE SAME INTEREST RATE AND TERMS unless (1) presented and surrendered for payment within ten days after any maturity date or (2) at least ten days prior to any maturity date the Bank has sent written notice to the owner of the Bank's election not to renew or (3) at least ten days prior to any maturity date the Bank has sent written notice to the owner that renewal will be at different interest rate or terms

This certificate is a time certificate of deposit assignable only on the books of the issuing branch of this Bank and is subject to all the rules and regulations now or hereafter issued by the Federal Deposit Insurance Corporation the Board of Governors of the Federal Reserve System and this Bank

PAYABLE AT Citizens (ISSUING BRANCH) BRANCH (NO.) 20 Barbara J.

11 2294 2/76

8081

13

FORM 31-734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Lebanon Road Intchge-Halsey Intchge(paving)

WEEK ENDING: Dec. 18, 1976

SECTION PREFIX: 622-1054

HIGHWAY: Pacific

COUNTY: Linn

KIND OF WORK: paving and structures

NAME OF JOB: Lebanon Road Intchge-Halsey Intchge(paving)

CONTRACT NUMBER: 8081

FEDERAL AID PROJECT NUMBER: I-5-4(79)216

CONTRACTOR: Babler Bros.

DATE WORK STARTED: Jan 13, 1975

COMPLETION DATE: July 1, 1976

DATE OF CONTRACT: Oct. 30, 1974

SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: work 460

WORK DAYS USED / CALENDAR DAYS USED: work 405

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 88

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

PROJECT AUTHORIZATION: $5,136,058.13

EXCLUSIVE OF ENGINEERING: $4,770,827.33

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $4,503,400

ESTIMATED PERCENT: OVERRUN / UNDERRUN - 5.6 %

ENGINEERING AUTHORIZATION: $365,230.80

ENGINEERING COST TO DATE: $320,000

this week 1,000

PERCENT OF AUTHORIZATION: 87 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 94.5

DATE PROJECT WAS COMPLETED: July 1, 1976

semi-final estimate was submitted to Region Office on July 16th

ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| | | | 100 | 100 | | | |

| | GRADING | shoulder SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | 11.5 | | | 11.5 |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | 11.5 | | | 11.5 |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | 312,000 ton | | | 247,000 ton |
| TOTAL QUANTITIES CORRECTED TO DATE | | 280,185 | | | 227,212 |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | same | | | same |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |

HOURS PER SHIFT

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

| BRIDGE NO. | 8232A | 8234A | 8236A | 8238A | 8239A | 8240A | 8241A | |
|---|---|---|---|---|---|---|---|---|
| PERCENT | 100 | 100 | 100 | 100 | 100 | 100 | 100 | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY | | | | |
| MONDAY | | | | |
| TUESDAY | | | | |
| WEDNESDAY | | | | |
| THURSDAY | | | | |
| FRIDAY | | | | |
| SATURDAY | | | | |

RECEIVED
DEC 28 1976
BRIDGE SECTION

Routing
Keasey K
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

RECEIVED
DEC 20 1976
CONSTRUCTION SECTION

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY | |
| MONDAY<br>Dec. 13, 1976 | |
| TUESDAY | |
| WEDNESDAY | |
| THURSDAY | |
| FRIDAY | |
| SATURDAY | |

## REMARKS

Semi-final estimate was submitted to Region Office on July 16th.

Materials certification and testing data sent to Region Office Dec. 17th.

3rd notice will be submitted when all paper work is received from contractor.

PROJECT COMPLETED

FINAL REPORT

SIGNED Keats Oliver, Res. Engr. LOCATION Albany

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8081 11-15-76 15

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. 5-4(79)216

STATE PROJECT NO. See below

COUNTY NAME Linn

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. I-778

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 17 '76
REFER TO
[illegible]
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED 10-2-74

DATE AUTHORIZATION EFFECTIVE 9-17-76

FEDERAL ROUTE NUMBER Interstate 5

STATE ROUTE NUMBER Primary 1

GENERAL LOCATION:
"Lebanon Rd Interchange - Halsey Interchange"

GENERAL DESCRIPTION OF WORK:
Extend overcrossing structure drains

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER (*Specify*)

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION - PROCEED ON ~~XXXXXXXX XXXXXXXXXX~~ FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 10-28-76 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 4 in the amount of $3,400 - Federal Funds $3,135.

DATE 11-15-76

SIGNATURE OF APPROVING OFFICIAL G K [illegible] for

TITLE Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-898

SP*72030-736

6

>6

8081

p

STATE OF OREGON

INTEROFFICE MEMO

TO: C.W. Head
R. Church
C. Barrett

DATE: November 10, 1976

FROM: Janice H. Peterson

SUBJECT: Babler Bros.
Contracts 8081, 8192, 8235

At the request of the contractor, a change has been made in the allocation of $30,000 of a certificate deposited in lieu of retainage transferred from contract 8081.

The contractor had requested that the entire $30,000 be transferred to contract 8192. I approved this allocation in my letter to Don Kluherz of U.S. National Bank on November 8, 1976. The contractor now requests that only $20,000 be transferred to 8192 and that $10,000 be transferred to contract 8235. We have changed our records to conform with the contractor's request.

RECEIVED
[illegible] 12 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

81-125-1307

8081

13

**OREGON STATE HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

November 8, 1976

U.S. National Bank
P.O. Box 14729
Portland, OR 97214

Attention: Don Kluherz
General Loan Officer

Re: Babler Bros. Inc.
Contracts: 8081 and 8192

This is to confirm our authorization to transfer $30,000 of a certificate deposited in lieu of retainage from our contract 8081 to contract 8192 with Babler Bros.

Retainage requirements on contract 8081 have been reduced to $35,000.

Vernon E. Skoog
Controller

By ______________________
Janice H Peterson
Contract Payments Executive

cc: Babler Bros. Inc.

bc: C.W. Head
R. Church
C. Barrett

NOTED
C. W. HEAD

8081-

15

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

November 2, 1976

U.S. National Bank
Citizens Branch
P.O. Box 14729
Portland, OR 97214

Re: Babler Bros.
Contracts 8081 & 8235

We received your safekeeping receipt no. 144599 covering TCD 14 00271545, $55,000. This replaces matured TCD 14 271442, $55,000. There is no change in the amounts deposited in lieu of retainage on our contracts with Babler Bros.

Vernon E. Skoog
Controller

By ____________________
Janice H. Peterson
Contract Payments Executive

JHP:mm

cc: Babler Bros.

bc: C.W. Head ✓
R. Church
C. Barrett

NOTED
C. W. HEAD

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

**UNITED STATES NATIONAL BANK OF OREGON**

**SAFEKEEPING RECEIPT**

144599

Branch CITIZENS No. 20

DATE 10-27-76

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't
☐ CR. SVNG. Acc't
☐ Remit

For The Account of BABLER BROS INC.
4617 S E Milwaukie
Portland, Oregon 97202

DEPOSITED BY L Taylor

Assignment to Oreg State Highway attached

| | |
|---|---|
| $55,000.00 | TCD 14 00271545 dated 10-27-76 due 11-26-76 @5%(ren 14 271442) |

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

[illegible] 7/72

Customer Copy

8081

13

**OREGON STATE HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 29, 1976

U.S. National Bank
P.O. Box 14729
Portland, OR 97214

Re: Babler Bros
Contracts: 8081, 8192, 8235, 8375

Please show transfer of $100,000.00 in certificates deposited in lieu of retainage with your bank as follows; on our Contracts with Babler Bros:

| From Contract: | Amount | To Contract: | Amount |
|---|---|---|---|
| 8081 | $100,000 | 8192 | $55,000 |
| | | 8235 | 15,000 |
| | | 8375 | 30,000 |

Thank you,

Vernon E. Skoog
Controller

by ____________________
Janice H Peterson
Contract Payments Executive

JP:mm

cc: Babler Bros.

bc: C. W. Head
R. Church
C. Barrett

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8081

1859

**OREGON STATE HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

August 27, 1976

U.S. National Bank of Oregon
Citizens Branch
P.O. Box 14729
Portland, Or 97214

Attention: Barbara J Franz

Re: Babler Bros. Inc.
Contract 8081

Retainage requirements on our contract 8081 with Babler Bros. Inc. have been reduced to $75,000. Currently, Babler Bros. has $200,000 in time certificates of deposit pledged to us in lieu of retainage. Ray Richards from Babler Bros. requests that you release at but $65,000 in certificates on this contract as they mature. This request meets with our approval.

If you have any questions on this matter, please feel free to call.

Vernon E. Skoog
Controller

by

Janice H Peterson
Contract Payments Executive

cc: Babler Bros. Inc.

bc: C.W. Head
R. Church
C. Barrett

#8081

β

RECEIVED
DOT OPERATIONS
JUN 16 '76
REFER TO
FOR
Info [illegible] [illegible] [illegible] Sign Act File

ROBERT W. STRAUB
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

June 16, 1976

Mr. Lynn R. Lehrbach
5007 N.E. Prescott #7
Portland, Oregon 97218

Dear Mr. Lehrbach:

I have discussed with State Highway Division officials your recent letter concerning the rough conditions of bridge and overpass approaches between Salem and Albany and the construction project at Roseburg.

1253-5

The project between Salem and Albany involved overlaying the existing pavement as much as eight inches and required that the structures be raised to meet this new grade line. Since it was necessary to raise the structures before doing the paving work, it was also necessary to construct temporary ramps up to the raised bridges which, unfortunately, created some bumps in the pavement surface.

#8021

This was a large project and since it could not be completed in one construction season, only part of the overlay work could be accomplished last year. I have been advised that this paving work has now been completed and I hope you will find the ride through this section substantially better.

The project at Roseburg has been a very difficult one to accomplish and still maintain freeway traffic through the area. Being a trucker, you are surely aware of the hazardous conditions that existed prior to the current construction. This project will ease the sharp curve around Mt. Nebo and provide a rockfall area so that it will be a much safer highway to drive.

#8113

The construction in this area has been continuous throughout the winter months and the blasting and rockfall onto the freeway during the excavation has presented a continuing maintenance problem. Besides the continual roadway damage from construction, it was also necessary to make several temporary changes in traffic routing through the work area.

The rock removal is now nearly complete. Within a few more weeks, the resurfacing and paving work should be underway and the roughness eliminated.

Although there have necessarily been some hardships to the traveling public, it is believed the increased safety and improved access provided by this project will justify the inconveniences they have faced.

NOTEL
KLAROE

COPY

The problem of wrong-way drivers on freeways is one of national concern, and there have been several studies and experiments to prevent this from occurring.

The State of California has performed several studies on the use of devices similar to the "One-Way Gate" you mentioned, but their studies have turned up many problems with these devices. The major problem brought forth in the California study is the inability of the barriers to disable an automobile. With steel-belted or self-sealing tires, there is some question of the device's ability to puncture the tire. In one out of seven test cases, the test driver noted an air pressure drop within ten seconds after crossing the device in the wrong direction. In the other six cases, no effect was noticed after five minutes. There is also an obvious hazard to motorcyclists who cross the barrier in the proper direction. As you can see, these devices appear to have some serious shortcomings.

Jun 16-2

I appreciate your concern with highway safety and thank you for taking the time to write concerning these matters.

Sincerely,

Governor

RWS:kb

bcc Department of Transportation
(F. B. Klaboe - Ext. 6516)

5-24-76

RECEIVED
MAY 25 1976
Governor's Office

PLEASE RETURN
ORIGINAL LETTER

LINN R. LEHRBACH
5007 N.E. PRESCOTT #7
PORTLAND, ORE
97218
PHONE - 288-0669

006238

Please prepare draft reply
for Governor's signature
by 6-7
Thank you.

HSC

ROBERT STRAUB
GOVERNOR STATE of OREGON

Dear Sir:

This will be a two-part letter in regards to "Freeway Saftey" in our state.

Governor, I don't know when the ~~[illegible]~~ last time you've drove on I-5 South to the state-line, but the condition that the contractors are leaving the roads while working on them is terrible. The OVERPASSES + BRIDGES overpasses between Salem and Albany are disasterous, contractors have paved up to them and then

"Stopped", abruptly, leaving a hell of a bump, which could very easily (will) cause someone to lose control of a car, SCHOOL-BUS, TRUCK or whatever they happen to be driving, also the section of I-5 around Roseburg is a disgrace, the original Oregon trail for Horses + wagons must of been in better condition, really, this a serious problem and it can be rectified by seeing that the contractors responsible for these sections keep a transportable road in operation while repairing or changing existing roadways.

Governor, I drive for Zellerbach Paper Co. on 91ST Columbia in Portland Telephone 255-1525, and drive these

II

roads every week, several times a week, as part of a sleeper team, on a diesel truck pulling a set of doubles (TWO-TRAILERS) and if you've ever tried to sleep in the back of a truck on a rough road you'll become aware of road conditions. And right now I invite you to ride in our truck to see first-hand what I'm writing about, I'm sure I can clear this with my supervisor, although I do realize your are busy, if you would just give the matter some consideration!

The second-part refers to the Oregonian dated 5-24-76, Editorial page, "Peoples own Corner", would like to point out the article "ONE-WAY GATES", this suggestion should be followed up on right Now without any delay, Sir, let me relate a persnal expperience, on 5-12-76 at appxrimittly 1$^{00}$ AM I was driving my rig down Canyonville pass on I-5 heading north, when I came around a corner and a car was coming head-on, on my-side of the free-way, I swerved over and just barely missed this car, almost losing control of a rig weighing "78,000 pounds", had we hit, it would of been a disaster, as you can imagine, now this car had to get onto the free-way "via" an "off-ramps" and one-way gates would of prevented this.

III

"But more important "ONE-WAY GATES" would of saved the two lives losted needlessly on 80N on May 17, 1976 near Bridal Veil.

I can't help but feel angry concerning this, as it takes no genious to see the benifits of "ONE-WAY-GATES" and regardless of $ $ $ cost $, there really is no excuse for someone to get behind this!

Also it would not be right, if I didn't say I think you are doing a good job, and I have and will support you, right now I ask for your support regarding these two - vital issues.

yours sincerely
Lynn R. Lehbach

8081

**OREGON STATE**
**HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

May 4, 1976

U.S. National Bank
P.O. Box 14729
Portland, Oregon 97214

Attn: Barbara Franz

Re: Babler Bros. Inc.
Contracts: 8081, 8192 & 8235

Babler Bros. has requested that we transfer partial credit for TCD 14-232665, currently deposited in lieu of retainage on contracts 8081 and 8235. The Highway Division approves the requested transfer in the following amounts:

| From Contract: | To Contract: | Amount |
|---|---|---|
| 8235 | 8192 | $30,000 |
| 8081 | 8192 | 10,000 |
| Total | | $40,000 |

V.E. Skoog
Controller

By ____________________
Janice Peterson
Contract Payments Executive

JP/jm

cc: Babler Bros. Inc.

bc: C.W. Head ✓ R. Church
J. Bond C. Barrett

[illegible]D
C. W. HEAD

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8081

p

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

April 20, 1976

U.S. National Bank
P.O. Box 14729
Portland, Oregon 97214

Attention: Barbara Franz

Re: Babler Bros. Inc.
Contract 8081

We received your copy of safekeeping receipt No. 144478, covering TCD No. 14-232701, in the amount of $25,000. This replaces TCD No. 14-206933, (safekeeping receipt No. 144478) which has matured. There is no change in the amount deposited in lieu of retainage on contract 8081.

A copy of the safekeeping receipt for the matured certificate is enclosed.

V.E. Skoog
Controller

By ______________________
Janice Peterson
Contract Payments Executive

cc: Babler Bros. Inc.

JP/jm

Enc.

Bc: C.W. Head ✓ R. Church
J. Bond C. Barrett

US BANK

UNITED STATES NATIONAL BANK OF OREGON

April 16, 1976

Oregon State Highway Div.
Highway Bldg. Room 435
Salem, Oregon 97310

Dear Sir;

We are enclosing, herewith, a photocopy of renewed Time Deposit instrument #14 232701 for $25,000.00 dated 4-15-76 which matures 5-17-76 in the name of Babler Bros. Inc.

We are holding this certificate, which is assigned to you, in Safekeeping. This is a renewal of TCD 14 206933.

Yours very truly
Barbara Franz
Collection Dept

95

CITIZENS BRANCH
636 S.E. GRAND AVENUE
P.O. BOX 14729, PORTLAND, OREGON 97214
HEAD OFFICE PORTLAND

# U.S. Bank Savings Certificate

No. 14-00 232701

95

NON-NEGOTIABLE CERTIFICATE OF DEPOSIT

| | | | |
|---|---|---|---|
| 5 % | Apr. 15, 1976 | May 17, 1976 | $ 25,000.00 |
| RATE | ISSUE DATE | MATURITY DATE | |

UNITED STATES NATIONAL BANK OF OREGON

WILL PAY THE SUM OF UNITED STATES NATIONAL BANK 25000 dol's 00 cts DOLLARS

TO * * * *BABLER BROS INC. * * * * * * * * * * * * * * * * * *

4617 S.E. Milwaukie (ADDRESS) (CITY) Portland, (STATE) Oregon 97202 (ZIP CODE)

Upon return of this certificate properly endorsed on the above maturity date or upon any subsequent maturity date as provided herein.

☒ Single Maturity ☐ Automatic Renewal

☒ SIMPLE INTEREST

Frequency of Payment
- ☐ Quarterly
- ☐ Semi-annual
- ☐ Annual
- ☒ At Maturity

Method of Payment
- ☐ Deposited to Checking
  No. ____
  Br. ____
- ☐ Deposited to Savings
  No. ____
  Br. ____
- ☒ Paid by Cashier's Check

☐ COMPOUND INTEREST
Interest will be compounded quarterly from issue date.

Taxpayer's Identification No.
93-0374164

---

144471

## UNITED STATES NATIONAL BANK OF OREGON

SAFEKEEPING RECEIPT

Branch Citizens No. 20

DATE 10-13-75

DISPOSITION OF PROCEEDS
- ☐ CR. CKNG. Acc't ____
- ☐ CR. SVNG. Acc't ____
- ☐ Remit ____

For The Account of
Babler Bros. Inc
4617 S.E. Milwaukie Ave.
Portland, Oregon 97202

DEPOSITED BY B.[illegible]

| | |
|---|---|
| $25,000.00 | TCD 14 197091 dated 10-13-75 due 11-12-75 @5%<br>renewal of 14 197[illegible] ——— $35,000.00<br>to acct 14-739 10,000.00<br>per letter from State $25,000.00 |
| $25,000.00 | TCD 14 206781 dated 11-17-75 due 12-17-75 @5% (ren of 14 197091) |
| $25,000.00 | TCD 14 206846 dated 12-17-75 due 1-16-76 @ 5%(ren of 14 206781) |
| $25,000.00 | TCD 14 206933 dated 1-16-76 due 4-15-76 @ 5%(ren of 14 206846) ✓ |
| $25,000.00 | TCD14 232 701 dated 4-15-76 due 5-17-76 @5%(ren 14 206933 |

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

FROM
☐ New Cust BAL. Teller
☐ New Sec. MAT. CUSTOMER

8081

FORM [illegible]

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8081

Salem, Oregon

March 18, 1976

NOTED
H. S. COULTER

John Walker

FROM: John H. Walker
Quality Control Engineer

SUBJECT: Rideability Rating
Lebanon Rd.-Halsey Int.
Contract No. 8081

TO: G. W. Wimer
Keats Oliver

Attached find rideability ratings on the Lebanon Rd.-Halsey Int. Section.

As noted, the bridges and approaches were eliminated from the portions run and recorded.

It is evident that the outside lanes are rougher than the inside ones and the outside northbound being the worst.

It would be recommended that a close look at the miles which show in excess of 7.0 be made. It is possible that quite a few localized areas will account for a lot of the roughness; however, if a check shows general roughness throughout, perhaps a wire control would be in order. Localized spots of roughness should be corrected prior to the lane paving.

good road in the
2 to 3 level

JHW:fr

Att.

cc: H. S. Coulter (w/att.)

Finished road over 5 is
getting rough. —

RECEIVED
MAR 22 1976
Office of
Assistant State Highway Engineer

Form E-40

OREGON STATE HIGHWAY DIVISION

TABULATION SHEET

SHEET ........ OF ........ SHEETS

Lebanon Rd - Halsey Interchange Section

Rideability Rating

Contract # 8081

| | Southbound | | Northbound. | |
|---|---|---|---|---|
| | outside Lane | Inside Lane | Inside Lane | outside Lane |
| MP 228 | 6.39 (.27) | 5.45 (.28) | 1.94 (.71) | 6.16 (.71) |
| MP 227 | 4.81 (1.00) | 2.40 (1.00) | 2.81 (1.00) | 6.36 (1.00) |
| MP 226 | 5.59 (1.00) | 2.16 (1.00) | 2.81 (1.00) | 8.39 (1.00) |
| MP 225 | 4.58 (1.00) | 2.17 (1.00) | 2.81 (1.00) | 8.05 (1.00) |
| MP 224 | 4.55 (1.00) | 2.58 (1.00) | 3.61 (1.00) | 7.77 (1.00) |
| MP 223 | 3.90 (.93) | 223 (.96) | 2.48 (.95) | 6.33 (.96) |
| MP 222 | 7.12 (.85) | 1.89 (.86) | 4.07 (.89) | 7.45 (.89) |
| MP 221 | 5.48 (.84) | 3.32 (.86) | 6.52 (.86) | 5.28 (.93) |
| MP 220 | 6.50 (1.00) | 3.06 (1.00) | 4.81 (1.00) | 8.03 (1.00) |
| MP 219 | 6.47 (.94) | 6.38 (.94) | 8.05 (.92) | 4.67 (.92) |
| MP 218 | 8.10 (.86) | 7.09 (.86) | 8.40 (.84) | 9.87 (.86) |
| MP 217 | | | | |

Note: The distance show inside circle (.90) is the portion of a mile which was recorded within the Mile between MP's. Lengths which involved structures or approaches to structures was not recorded.

shorter distances on Ends of the Job were those within the MP's.

The larger Numbers Ex. 6.52 is the rideability rating per mile.

81 15

**OREGON STATE**
**HIGHWAY DIVISION**
HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

February 5, 1976

U. S. National Bank of Oregon
PO Box 14729
Portland, OR 97214

Attention: M. Gluth

Re: Babler Bros. Inc.
Contracts: 8081, 8235 & 8203

We received copies of renewed TCD's 14-00212563, $55,000 and 14-00212564, $75,000 and safekeeping receipt #14483 covering the two securities. These TCD's are deposited in lieu of retainage on Babler Bros. contracts as follows:

| Contract | Amount |
|---|---|
| 8081 | $35,000 |
| 8203 | 75,000 |
| 8235 | 20,000 |

These receipts replace matured certificate # 14-197135, $130,000 (safekeeping receipt 144483). There is no change in amounts deposited in lieu of retainage on Babler Bros. contracts.

The State Treasurer will forward to us their copy of TCD 14-206933, $25,000. Please send all future safekeeping receipts and related correspondence to the Highway Division, Accounting Section, Rm. 435 Highway Building, Salem, Oregon 97310. The State Treasurer will no longer be involved in transactions involving securities in lieu of retainage.

V. E. Skoog
controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: Babler Bros.

bc: ~~C. W. Head~~ R. Church
J. Bond C. Barrett

Form 81-734-3122

U.S. BANK

UNITED STATES NATIONAL BANK OF OREGON

CITIZENS BRANCH
636 S.E. GRAND AVENUE
P.O. BOX 14729, PORTLAND, OREGON 97214
HEAD OFFICE — PORTLAND

January 28, 1976

State of Oregon Treasury Department
James A. Redden, State Treasurer
Salem, Oregon 97310

Dear Sir:

We are enclosing, herewith, copies of renewed instruments Nos. 14-00212563 in the amount of $55,000.00 and 14-00212564 in the amount of $75,000.00, in the name of Babler Bros Inc., which are assigned to you.

Copy of Safekeeping Receipt 144483 is also enclosed.

Yours very truly,

(Mrs. ) M.Gluth
Collection Dept

14135 2203 = 100,000

US BANK

T.I.N. 93-0374164

INTEREST OPTIONS:

☒ AT MATURITY

☐

INTEREST PAYMENTS:

☐ CREDIT CHECKING ACCT. NO.

☐ CREDIT SAVINGS ACCT. NO.

☒ BY CHECK

5½ % NONNEGOTIABLE TIME CERTIFICATE OF DEPOSIT

No. 4 212564

MATURITY DATE April 27, 1976 DATE OF ISSUE January 28, 1976 $ 75,000.00 (FACE AMOUNT)

UNITED STATES NATIONAL BANK OF OREGON

WILL PAY The Sum Of UNITED STATES NATIONAL BANK 75000 dol's 00 cts (FACE AMOUNT) DOLLARS

TO * * * * * * BABLER BROS INC. * * * * * * * * * * * * * * * * * * * * * * *

4617 S.E. Milwaukie Ave. Portland, Oregon 97202

ADDRESS CITY STATE ZIP CODE

UPON THE RETURN OF THIS CERTIFICATE PROPERLY ENDORSED ON OR AFTER THE ABOVE MATURITY DATE AND WILL PAY INTEREST ON THE FACE AMOUNT HEREOF FROM DATE OF DEPOSIT AT THE PER ANNUM RATE SET FORTH ABOVE IN THE MANNER SPECIFIED IN THE INTEREST PAYMENT OPTIONS HEREON. INTEREST CEASES AT MATURITY.

THIS INSTRUMENT IS A TIME CERTIFICATE OF DEPOSIT ASSIGNABLE ONLY ON THE BOOKS OF THE ISSUING BRANCH OF THIS BANK AND IS SUBJECT TO ALL RULES AND REGULATIONS NOW OR HEREAFTER ISSUED BY FEDERAL DEPOSIT INSURANCE CORPORATION, THE BOARD OF GOVERNORS OF THE FEDERAL RESERVE SYSTEM AND THIS BANK.

PAYABLE AT Citizens (ISSUING BRANCH) 20 BR. NO. AUTHORIZED SIGNATURE

11-1771 3/75

---

US BANK

T.I.N. 93-0374164

INTEREST OPTIONS:

☒ AT MATURITY

☐

INTEREST PAYMENTS:

☐ CREDIT CHECKING ACCT. NO.

☐ CREDIT SAVINGS ACCT. NO.

☒ BY CHECK

5 % NONNEGOTIABLE TIME CERTIFICATE OF DEPOSIT

No. 4 212563

MATURITY DATE Feb 27,1976 DATE OF ISSUE January 28, 1976 $ 55,000.00 (FACE AMOUNT)

UNITED STATES NATIONAL BANK OF OREGON

WILL PAY The Sum Of UNITED STATES NATIONAL BANK 55000 dol's 00 cts (FACE AMOUNT) DOLLARS

TO * * * * * * BABLER BROS. INC. * * * * * * * * * * * * * * * * * * * *

4617 S.E. Milwaukie Portland, Oregon 97202

ADDRESS CITY STATE ZIP CODE

UPON THE RETURN OF THIS CERTIFICATE PROPERLY ENDORSED ON OR AFTER THE ABOVE MATURITY DATE AND WILL PAY INTEREST ON THE FACE AMOUNT HEREOF FROM DATE OF DEPOSIT AT THE PER ANNUM RATE SET FORTH ABOVE IN THE MANNER SPECIFIED IN THE INTEREST PAYMENT OPTIONS HEREON. INTEREST CEASES AT MATURITY.

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PAYABLE AT Citizens (ISSUING BRANCH) 20 BR. NO. AUTHORIZED SIGNATURE

11-1771 3/75

144483

**UNITED STATES NATIONAL BANK OF OREGON**

**SAFEKEEPING RECEIPT**

Branch Citizens No. 20

DATE 10-30-75

**DISPOSITION OF PROCEEDS**

☐ CR. CKNG. Acc't

☐ CR. SVNG. Acc't

☐ Remit

For The Account of

Babler Bros. Inc [illegible] Oreg.State Highway Div.
4617 S.E. Milwaukie
Portland, Oregon 97202

DEPOSITED BY B.Franz

| | |
|---|---|
| $130,000.00 | TCD 14 197135 dated 10-30-75 due 1-28-76 @ 5.875%(ren 14189760 & 14 197033) |
| $55,000.00 | TDC 14-00212563 dated 1-28-76 due 2-27-76 @ 5% (renewal of 14-00197135 |
| $75,000.00 | TCD 14-00212564 dated 1-28-76 due 4-27-76 @ 5½ ( renewal of 14-00197135) |

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

**DEPOSIT**

☐ New Cust BAL.
☐ New Sec. MAT.
☐ Addition INT.

TELLER

CUSTOMER
(Unnecessary if Sig. Card on file)

Branch Record Copy

18-265 7/72

8081

p

**OREGON STATE**
**HIGHWAY DIVISION**
HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

January 12, 1976

Contracts #
8081
8235

U. S. National Bank of Oregon
Citizens Branch
PO Box 14729
Portland, OR 97214

Attention: Barbara J. Franz

We received your safekeeping receipt # 144457 for Time Deposit #4 206890, $250,000. This replaces TCD 4 206815, $250,000, due January 5, 1976. There is no change on the amount deposited in lieu of retainage on Babler Bros. contracts.

A copy of the matured certificate is enclosed.

V. E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

NOTED
C. W. HEAD

JP:pl
Enclosure
cc: Babler Bros. Inc.

bc: C. W. Head R. Church
C. Barrett J. Bond

Form 81-734-3122

UNITED STATES NATIONAL BANK OF OREGON

JAN. 8, 1976

Oregon State Highway Div.
Highway Bldg.
Salem, Oregon 97310

Dear Sir:

We are enclosing herewith Photocopy of our safekeeping receipt and Time Deposit instrument #14 206890 for $250,000.00 dated Jan. 5, 1976 and due Apr. 5, 1976 in the name of Babler Bros. Inc. which is assigned to you.

This is a renewal of #14 206815 which matured Jan. 5, 1976.

Yours very truly,
Barbara Stanz
Collection Dept.

CITIZENS BRANCH
636 S.E. GRAND AVENUE
P.O. BOX 14729, PORTLAND, OREGON 97214
HEAD OFFICE PORTLAND

5.625 % NONNEGOTIABLE TIME CERTIFICATE OF DEPOSIT

**No. 4 206890**

MATURITY DATE Apr. 5, 1976 DATE OF ISSUE Jan 5, 1976 $ 250,000.00 (FACE AMOUNT)

## UNITED STATES NATIONAL BANK OF OREGON

T.I.N. 93-0374164

INTEREST OPTIONS:

☑ AT MATURITY

☐

INTEREST PAYMENTS:

☐ CREDIT CHECKING ACCT. NO.

☐ CREDIT SAVINGS ACCT. NO.

☐ BY CHECK

WILL PAY The Sum Of 250000dols00cts (FACE AMOUNT) DOLLARS

TO * * * *BABLER BROS. INC. * * * * * * * * * * * * * *

4617 S.E. Milwaukie Portland, Oregon 97202

ADDRESS CITY STATE ZIP CODE

UPON THE RETURN OF THIS CERTIFICATE PROPERLY ENDORSED ON OR AFTER THE ABOVE MATURITY DATE AND WILL PAY INTEREST ON THE FACE AMOUNT HEREOF FROM DATE OF DEPOSIT AT THE PER ANNUM RATE SET FORTH ABOVE IN THE MANNER SPECIFIED IN THE INTEREST PAYMENT OPTIONS HEREON. INTEREST CEASES AT MATURITY.

THIS INSTRUMENT IS A TIME CERTIFICATE OF DEPOSIT ASSIGNABLE ONLY ON THE BOOKS OF THE ISSUING BRANCH OF THIS BANK AND IS SUBJECT TO ALL RULES AND REGULATIONS NOW OR HEREAFTER ISSUED BY FEDERAL DEPOSIT INSURANCE CORPORATION, THE BOARD OF GOVERNORS OF THE FEDERAL RESERVE SYSTEM AND THIS BANK.

PAYABLE AT Citizens (ISSUING BRANCH) 20 BR. NO. AUTHORIZED SIGNATURE

15-1771 3/75

---

144457

## UNITED STATES NATIONAL BANK OF OREGON
### SAFEKEEPING RECEIPT

Branch Citizens No. 20

57

DATE 8-6-75

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't

☐ CR. SVNG. Acc't

☐ Remit

For The Account of

Babler Bros. Inc
4617 S.E. Milwaukie
Portland, Oregon 97202

Assignment to Oreg. State Highway attached

DEPOSITED BY B. Evans

| | |
|---|---|
| $250,000.00 | TCD 14 189768 dated 8-6-75 due 11-4-75 @ 6.75% |
| $250,000.00 | TCD 14 197145 dated 11-4-75 due 12-4-75 @5.50%(ren of 14 189768) |
| $250,000.00 | TCD 14 206815 dated 12-4-75 due 1-5-76 @5% (ren of 14 197145) |
| $250,000.00 | TCD 14 206890 dated 1-5-76 due 4-5-76 @5.625% (ren of 14 206815) |

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

DEPOSIT

☐ New Cust BAL.

☐ New Sec. MAT.

☐ Addition INT.

TELLER

CUSTOMER (Unnecessary if Sig. Card on file)

18-268 7/73

Branch Record Copy

8081

1859

**OREGON STATE HIGHWAY DIVISION**

HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

December 2, 1975

U. S. National Bank
Citizen's Branch
PO Box 14729
Portland, OR 97214

Attention: Barbara Franz

copies in
8047 &
8235

We received a xerox copy of TCD # 4 197135, $130,000, from the State Treasurer. Apparently, this TCD replaced matured TCD's # 14 189760, $100,000, and # 14 197038, $30,000. We enclose safekeeping receipts 144302 and 144258 for the matured certificates.

However, as TCD # 1 197135 is an entirely different instrument from the two matured certificates, please send to us a safekeeping receipt for the account of "Oregon State Highway Division" for the certificate. At present, nothing on the copy of the certificate indicates a Highway Division interest in the certificate.

Vernon E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl
Enclosure

cc: Babler Bros.

bc: C. W. Head
J. Bond
R. Church
C. Barrett
File Copy

Form 81-734-3122

P.1

43

STATE OF OREGON 1859

## OREGON STATE
## HIGHWAY DIVISION
HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

November 17, 1975

State Treasurer
100 Capitol Building
Salem, OR 97310

**Attention:** Emily Rohde

Please cancel safekeeping receipt 1458, $25,000 and safekeeping receipt 1508, $30,000. At the request of the contractor, Babler Bros. Inc. the amounts are to be transferred from contract 8047 to contract 80[illegible] ($35,000) and 8235 ($20,000) as securities deposited in lieu of retainage.

Vernon E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: Babler Bros. Inc.

bc: C. W. Head R. Church
J. Bond C. Barrett

Form 81-734-3122

8081

# OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

September 12, 1975

Copy in #8116

NOTED
E. S. HUNTER

104 EH

Mr. Clay Eals
785 E. 25th Avenue
Eugene, OR 97405

Dear Mr. Eals:

This is in response to your letter concerning longitudinal pavement drop-off on two sections of Interstate Route 5.

Both of these sections are under construction to provide improved roadways. Advance signs are in place advising motorists that they are in a construction area. While some minor inconveniences to the public are to be expected, it is certainly not our intent to confront the motorist with a hazardous driving condition. The conditions you mentioned have been corrected and a special effort is being made to enforce the requirements of our contracts which provide for holding longitudinal drop-offs to a minimum and to properly delineate those which of necessity must exist for short periods of time.

Thank you for bringing this to our attention.

Very truly yours,

C. T. Keasey
Construction Engineer

RECEIVED
STATE HWY ENGR
SEP 15 '75
REFER TO
FOR

CTK:fr
(OBJ)

bc: H. S. Coulter

RECEIVED
SEP 15 1975
Office of
Assistant State Highway Engineer

NOTED
H. S. COULTER

Form 81-734-3123

AUG 27 '75

REFER TO Bultin

FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  | X |  |  |  |

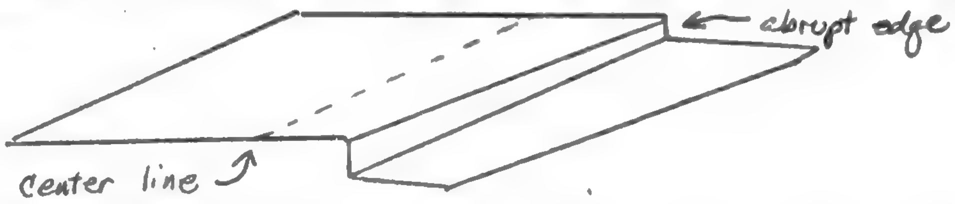
August 25, 1975

Fred Klaboe
Administrator and State Highway Engineer
State Highway Division
State Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe,

This is a letter of complaint about two stretches of Interstate 5 I travelled yesterday. If you are not the appropriate person to whom I should address this letter, please forward it.

Yesterday I drove from Seattle to Eugene on I-5. Just north of Portland on the Oregon side of the Columbia River, there were two small stretches of road which were partially resurfaced in the most absurd way. The left southbound lane is resurfaced totally but the right southbound lane is resurfaced only halfway over. It looks like this:



With such an abrupt edge right in the middle of the right lane, the road is extremely dangerous. While it might be considered a small, inconvenient irritation to the car driver, it is a frightening danger to the motorcycle rider. Imagine riding a cycle down the road with an abrupt edge in the middle of the lane.

The other part of I-5 I am disturbed about is the section of southbound road from about 35 to 30 miles north of Eugene. At night it was very difficult to see that the left lane was resurfaced but the right lane was not, making an abrupt edge between the two lanes. And I only saw one sign warning me of it. I repeat my comments of above: sure, it's not much of a hassle for a car driver to handle an unexpected abrupt lane edge, but what about the motorcyclist? One warning sign isn't enough. In fact, signs aren't enough. I would think that bright orange bumpers would be placed along the edge to warn motorists sufficiently.

Ordinarily I probably wouldn't be so concerned. But because of an accident I had in the summer of 1972 (I was riding a motorcycle just south of the Brownsville-Halsey exit when I tried to change lanes, hit a very poorly marked abrupt lane edge, and dumped the cycle, skidding along the road to a stop.) I am furious. Any moment a similar accident could occur because of these ridiculously paved sections of road.

Why are the sections of road I described the way they are? Don't you think they're hazardous? What, if anything, is going to be done about them? I'd like some answers.

Sincerely,

Clay Eals

Clay Eals, 785 E. 25th Ave., Eugene, Oregon, 97405

8081

CON 45

Robert Straub

August 8, 1975

United States National Bank of Oregon
PO Box 14729
Portland, OR 97214

Attention: C. C. Langer

Re: Babler Bros. Inc.
Contracts 8047 & 8081

We have received your Safekeeping Receipt No. 144457 for TCD 4 189768, $250,000.00, to be used in lieu of retainage on our contracts with Babler Bros. Inc. as follows:

| Contract | Amount |
|---|---|
| 8081 | $ 75,000.00 |
| 8047 | 175,000.00 |

Please note that the State Treasurer need not be notified when a bank's safekeeping receipt is sent to the Highway Division. However, if the actual security is to be held by the State, it should be sent to the State Treasurer, who will issue a Safekeeping receipt for the security.

Vernon E. Skoog
Controller

By

R. J. Hacek
Accounting Systems Officer

JP:pl

cc: Babler Bros. Inc.

bc: C. W. Head
J. Bond
R. Church
C. Barrett

**UNITED STATES NATIONAL BANK OF OREGON**
**SAFEKEEPING RECEIPT**

144457

16

Branch Citizens No. 20

DATE 8-6-75

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't
☐ CR. SVNG. Acc't
☐ Remit

The count of

Babler Bros. Inc
4617 S.E. Milwaukie
Portland, Oregon 97202
Assignment to Oreg. State Highway attached

DEPOSITED BY B.Franz

| | |
|---|---|
| $250,000.00 | TCD 14 189768 dated 8-6-75 due 11-4-75 @ 6.75% |

(3)

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

10-008 7/72

Customer Copy

BABLER BROS., INC.
GENERAL CONTRACTORS
4617 S. E. MILWAUKIE AVE.
PORTLAND, OREGON 97202
(503) 233-5536

LLOYD BABLER
PRESIDENT
LLOYD BABLER, JR.
VICE PRESIDENT
RICHARD BABLER
VICE PRESIDENT
THOMAS G. BABLER
VICE PRESIDENT
JAS. A. POLLOCK
SECRETARY-TREASURER

3)

August 6, 1975

Treasurer, State of Oregon
State Capitol
Salem, OR 97310

Attention: Mr. Merle Crowe
Cashier

Dear Mr. Crowe:

In accordance with provisions of Section 109.09 of the Standard Specifications - 1974, and ORS 279.575, we have this day assigned to Oregon State Highway Division, Salem, Oregon, the following security:

Time Certificate of Deposit No. 4 189768
Issued August 6, 1975, Maturing November 4, 1975
In the Face Amount of: $250,000.00
Held on the books of Citizens Branch, U. S. National Bank of Oregon, in Portland.

The U. S. National Bank has been instructed to inform you that they are holding for your order a properly executed assignment of the Certificate of Deposit No. 4 189768.

Please effect the following allocation of this certificate to apply to the retainage on:

| | |
|---|---|
| Contract No. 8081<br>Lebanon Road Interchange-Halsey Interchange | $ 75,000.00 |
| Contract No. 8047<br>Arlington Interchange-Irrigon Junction | 175,000.00 |
| | $250,000.00 |

At the maturity date of this Certificate No. 4 189768 we will instruct the Bank to renew on the same basis as originally issued and strict accordance with the existing assignment.

AUG - 6 1975
FINANCE BRANCH
OREGON STATE HIGHWAY DIVISION

AN EQUAL OPPORTUNITY EMPLOYER.

# 8081

Form 61.734.3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

March 5, 1975

FILE:

Br. No. 8234A

ORIGINAL SIGNED
WALTER J. HART

FROM: Walter J. Hart
Bridge Engineer

TO:

Memo to the File

SUBJECT:

Trial Illumination Installation
Lebanon Road-Halsey Intch. Sec.
Pacific Highway

On Saturday evening, March 1, 1975, I had an opportunity to observe the temporary illumination on the subject project. This is the trial installation using 1,000-watt high-pressure sodium units at 50-foot mounting height. The time was 7:50 p.m., the pavement was dry under overcast sky, visibility conditions were excellent. My personal observations on this trial installation are as follows:

1. There is a degree of brightness and glare associated with these high-intensity units but not to a degree considered objectionable.
2. The system appears to be considerably overdesigned in terms of the illumination level on the pavement and the uniformity ratio. It would appear that the illumination level should be decreased and the uniformity ratio increased to at least 4:1.
3. The light spill into the adjacent fields beyond the right of way lines would be totally unacceptable in any other location.

In summary, I believe thtat the 1,000-watt high-pressure sodium units would be an acceptable design on I-205. Attention should be given to designing for a lower initial/maintained level and a higher uniformity ratio than that used in this trial installation.

WJH:dh

cc R. W. Ellison
J. E. Backstrand

RECEIVED
[illegible]

NOTED
R. W. ELLISON

# 8081

Form 81-734-2030

**OREGON STATE HIGHWAY DIVISION** **FILE:**

INTER-OFFICE CORRESPONDENCE
February 26, 1975
Salem, Oregon

**FROM:** Robert M. Dixson

**TO:** Memorandum to the File

**SUBJECT:**
Lebanon Road-Halsey Int. Sec.
Pacific Hwy.
Temporary Illumination

NOTED
E. S. HUNTER

On the evening of February 20, 1975, Vern Tabery, Gordon Ballard and I made light level and fixture brightness measurements of the temporary highway illumination installed on the subject project.

It appears that the systems are not operating at the prescribed level. The footcandle level seems to be about 30% low. The measurements indicated a level equivalent to the maintained design parameter which would appear to be satisfactory to the eye. However, if the luminaire units were to be operated at the prescribed level, it is anticipated that the fixture brightness and subsequently the glare factor would be substantially increased.

Steps have been taken through the resident engineer and the equipment manufacturer to ascertain what malfunction exists. When corrections are made, another field check will be required.

RMD/ag
cc E. S. Hunter
R. L. Schroeder
W. N. Bryant
G. W. Wimer
W. J. Hart
R. W. Ellison
G. J. Ballard
C. O. Fredrickson
J. E. Backstrand
V. Tabery
R. Trygstad

RECEIVED
FEB 27 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

# 8081

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE

February 21, 1975

Salem, Oregon

**FILE: Br. 8234A**

R.W. Ellison

**FROM:** R. W. Ellison
Bridge Administration Engineer

**TO:** Memorandum to the File

**SUBJECT:**
Lebanon Road-Halsey Int. Sec.
Pacific Hwy.
Temporary Illumination

NOTED
E. S. HUNTER

On the evening of February 20, 1975, Wally Bryant, FHWA, and C. O. Fredrickson, Jerry Wimer, Jerry Backstrand and I, OSHD, viewed the temporary highway illumination installed on the subject project.

It was our opinion on a nontechnical basis and from the road users' point of view that the overall effect of the installation was not objectionable.

It did appear, however, that the light level on the pavement is too high and that the uniformity ratio was possibly less than 4 to 1. We did not find the objectionable glare that we anticipated.

This installation consists of 1,000-watt high pressure sodium lamps at a 50-foot mounting height on poles spaced 300 feet apart.

RWE/ag

cc E. S. Hunter
R. L. Schroeder
W. N. Bryant
G. W. Wimer
W. J. Hart
G. J. Ballard
C. O. Fredrickson
J. E. Backstrand

RECEIVED
FEB 21 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8081

STATE COPY

| | | |
|---|---|---|
| Monthly transaction number<br>12-91 | PR-2A<br>10-68)<br>U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>BUREAU OF PUBLIC ROADS | State<br>Oregon |
| Project report number<br>7 | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>Linn |
| Modification number<br>1 | (PPM 21-7)<br>12-3-74 | Project number<br>I-5-4(79)216 |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on May 20, 1974, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 2,521,373.00 | $ 7,543,296.00 |
| Federal funds | $ 2,326,470.50 | $ 6,960,197.00 |
| Other revisions | | |

Complete copy in # 8011

This modification is made for the following reasons:

To include contract for pavement overlay, adjustment of structures and balance of roadway safety work previously retained in program status.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 3d day of December, 1974.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunter

Assistant State Highway Engineer
(Title)

By ______

______
(Title)

By ______

______
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By W. F. Smith
(Division Engineer)

for G. L. Green

8081

October 31, 1974

Babler Bros., Inc.
4617 S.E. Milwaukie
Portland, OR 972202

Gentlemen:

The Oregon Transportation Commission on October 29, 1974, accepted your proposal for work on the Lebanon Rd. Interchange-Halsey Interchange Section of the Pacific Highway in Linn County for the sum of $4,334,183. The Commission referred your bid to the Administrator of Highways with authority to award the contract as soon as approval of the Federal Highway Administration is received.

Approval has been received and the Administrator of Highways on October 30, 1974, awarded you the project, which has been assigned Contract No. 8081.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

C. W. Head
COMMISSION SERVICES

js

bc Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle & Portland
C. T. Kessey
Vince Gallagher
Walt Hart
C. O. Fredrickson
Keats Oliver
Wm. Geibel (SAIF)

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, OR
October 2, 1974

O. B. Jackmond

FROM: Al Harwood
for Construction Field Engineer

SUBJECT: Lebanon Road Interchange -
Halsey Interchange Section
[redacted]

TO: Hal Versteeg
Road Design Engineer

For reasons previously stated, I feel concrete barriers should be utilized at the ends of all structures. If not on all structures, narrow structures such as Calapooya River and overflow bridges should definitely have concrete barrier at the approach ends.

AH:mk

1 ✓

NOTED
DON TROUT

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE

Salem, OR

July 18, 1974

FILE:

**FROM:** Allan C. Harwood
Construction Field Engineer

**TO:** Hal Versteeg
Road Design Engineer

**SUBJECT:** Standard Bridge End Connections

RECEIVED
JUL 18 1974
ROAD

A. Class
2 Topping T
Scott
3 Stevenson [illegible]
R. Olson
Trout

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Other

We have had several discussions concerning concrete barrier rail at approach ends of structures. At the present time flex beam rail is being used at most of these locations.

I have several alternate recommendations involving concrete rail. They are listed in order of increasing cost.

A. Structures with less than full adjacent roadway shoulder width make connection to structure with concrete barrier. Flare barrier at max rate of 10 to 1 to point 2' outside of the normal shoulder width, switch to flex beam at that point for standard flare and termination or continuation of the run.

   I have no statistics to indicate severity of damage or injury would be reduced or increased. Some advantages as I see them are:

   1. When flex beam is struck the facility nearly always sustains damage which requires repairs. Until repairs are made, protection offered by the facility is normally reduced. By contrast, few hits of concrete rail require repair or result in a less effective installation.

   2. In reducing repair, inconvenience to the traveling public is reduced - the hazard to the public due to equipment in or near the travel way is reduced and certainly there is a reduced accident exposure to the maintenance man. Repairs to rails where less than 10' of shoulder is available to work in are particularly hazardous.

   3. The vehicle hitting the barrier nearly always sustains damage if the barrier is flex beam. For low speed flat angle hits, little if any damage would be sustained by the vehicle hitting the concrete barrier. Indications are there is significantly less damage with higher speed hits as indicated by the black tire marks on the concrete rail with no visible vehicle damage.

   4. Probably the point which, if hit, would result in the most serious accident, would be where the change from concrete to steel is made. My recommendation would put this hazardous connection further from the travel lane, thus less susceptible to a hit. (The possible angle of a hit would be increased.)

B. All structures requiring end protection have a minimum run of concrete barrier rail at the approach.

Same arguments as put forth in A could be offered here to a lesser degree.

C. All structures requiring protection be protected by concrete barrier which is carried back to the terminal point.

Added Arguments:

1. Gets rid of hazardous change from steel to concrete.
2. A more uniform, less chopped-up appearance.

The other obvious factor would be reduced maintenance. Without recognizing the maintenance problems or savings, we would be hard pressed to justify increased expenditures in many instances.

I bring this recommendation up at this time for adoption as a standard because we have in progress several projects which call for flex beam attachments to structures, several of which are less than full section width. On one project the flex beam was hit twice and damaged to the extent major repairs were required within a few days of installation (long before the project was completed). I would like to see the flex beam at locations such as this be replaced with concrete. Justifying the change in the contract is most difficult if our policy continues to be the use of flex beam at these locations.

8081

Salem, Oregon

September 17, 1974

G. W. Wimer
Regional Construction Engineer

F.E.T.
Frank Terpin
Final Design Engineer

Lebanon Rd. -Halsey Rd. Intchge. Section
Pacific Highway
Linn County

Your request to over-raise the structures on the subject project has been reviewed by the Road Design Section.

An estimate was prepared of the cost for surfacing to meet the structures and amounts to approximately $60,000.

In view of the current shortage of funds and the policy of reducing use of critical materials and energy, it is considered inappropriate to over-raise the structures at this time. To do so would introduce humps in the vertical profile which would remain until such time (ten or fifteen years hence) as another overlay would be constructed.

The plans, therefore, will not contain the provisions for over-raising the structures.

FET:fw

cc: Walt Hart
C. G. Swenson
Lyle Watson

/ Versteeg ✓
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
SEP 17 1974
ROAD
DESIGN
SECTION

Requires Reply ☐
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Return To
Bring Up / /
Other

Form 81-734-3030

**OREGON STATE HIGHWAY DIVISION**
**INTER-OFFICE CORRESPONDENCE**
Salem, Oregon
May 10, 1974

**FILE: 622-29**

**FROM:** Gerald W. Wimer
REGION CONSTRUCTION ENGINEER

**TO:** Walt Hart
BRIDGE DESIGN ENGINEER

**SUBJECT:** Requested Grade Line on Structures to be Raised Lebanon Road-Halsey Section Pacific Interstate Highway

Attached is a May 7, 1974, letter from District Engineer, Howard C. Johnson requesting that those structures on the Lebanon Road-Halsey Section of the Pacific Interstate Highway that are to be raised, be raised to a grade line 4 inches above the theoretical grade line.

His reason for requesting this overraising is that no future patching will be needed on the structures themselves. But that future patching could be needed in either direction. It is easier to blend into a raise in the grade line than it is to blend into a sag in the grade line. Without the overraising, the structures would be in a sag after the first patch.

The overraising should not be too difficult to achieve grade-wise in the current construction. It would require some small rolls in the grade line. This would also provide a minor amount of increased pavement thickness at the very ends of the structures where it is quite desirable anyway.

Your consideration of this request would be appreciated. Please let us know if there is anything this office can do to assist.

**REFERRED TO**
_____Cole_____ _____Reed_____
_____Eriksen_____ _____Sample_____
_____Hager_____ [✓ Watson] Bill
[✓ Return] ☐ Forward ☐
Discuss ☐ File ☐
**BY FINAL DESIGN ENGINEER**

1 Versteeg J
A. Olson
2 Terpin T
Scott
Swenson
R. Olson
Trout

RECEIVED
MAY 14 1974
ROAD DESIGN SECTION

Requires Reply ☐
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Return To
Bring Up ___/___/___
Other

GWW/elk
Attachs.
cc: Hal Versteeg ✓
Howard Johnson
Keats Oliver
Jack Martin

622-29

REGION 2 ENGINEER
RECEIVED
MAY 8 1974
RCE RTE RUE
ULE GEO TA FILE

**OREGON STATE HIGHWAY DIVISION**
**INTER-DEPARTMENT CORRESPONDENCE**
Corvallis, Oregon

**DATE** May 7, 1974

**TO** Gerald Wimer, REGIONAL CONSTRUCTION ENGINEER

**FROM** Howard C. Johnson, DISTRICT ENGINEER

**SUBJECT** Lebanon Road to Halsey Section
Pacific Highway-I-5

This is merely a reminder and follow up on our discussions on the above project.

Would you look into the raising of structures to attempt raising grade an additional four (4) inches to accomodate future anticipated pavement overlay.

HCJ:bg

8081

1-5

## ENVIRONMENTAL REVIEW

Section Lebanon Rd Int-Halsey Rd Int
Highway Pacific
County Linn
Type of Work P S Gdr'l
Date 9-12-74

ENVIRONMENTAL IMPACT STATEMENT: None

NEGATIVE DECLARATION: Covers all the work from N. Albany Int. to Halsey Rd Int. Generally it seems adequate. Technically it seems to fall short.

FISH COMMISSION: Contact made on the grading job.

WILDLIFE COMMISSION: Contact made on the grading job.

DIVISION OF STATE LANDS: No contact necessary

DEPT. OF GEOLOGY AND MINERAL INDUSTRIES: We have a permit on Saddle Butte that will have to be renewed when the time comes.

OTHER:

8081

I-5

Salem, Oregon

August 2, 1974

G. W. Wimer, Region 2 Construction Engineer

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg, Road Design Engineer

Temporary Protection and Direction of Traffic
[redacted]
Pacific Highway

There is a need to review the temporary protection and direction of traffic on this project. The sequence of events seems to be as follows:

1. Contract plans and specifications were prepared by the Road Design Section.
2. An addendum letter of traffic control was sent to the bidders on this project after being submitted to the Construction Section.
3. A price agreement was prepared by the Region to change the traffic control plan that was outlined in the addendum letter.
4. Job traffic control and protection is presently being provided by the contractor.

I would appreciate receiving additional details on Items 2, 3 and 4 as listed above so we can compare them with the original plans. This office has an obligation to produce a reasonable and suitable set of plans and specifications for traffic control. It appears that we should review our approach to this problem.

JHV:jh
cc: C. G. Swenson
F. E. Terpin

8081

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSACTION NUMBER 4-6

## TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 4-3-74

BY (Signature): L. W. RULIEN'S LETTER OF 3-18-74

TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 778 THRU ______

| ITEM NO. | PROJECT NOS. | LENGTH (Miles) | TOTAL ESTIMATED COST | FEDERAL FUNDS | OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION | WORK |
|---|---|---|---|---|---|---|
| 778 | I-5-4(79)216 | 11.5 | 9,175,000 | 8,465,772 | I-5 LEBANON ROAD INTERCHANGE-HALSEY INTERCHANGE SECTION. LINN COUNTY-STATE OF OREGON | GRADE, DRAIN, PAVEMENT OVERLAY, GUARDRAIL, SIGNING, RAISE 7 TWIN STRUCTURES. |

REMARKS (Division)

4-5-74
orginal to L. W. Rulien

NOTED
E. S. HUNTER

RECEIVED
APR 5 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

| RECOMMENDED DATE | RECOMMENDED SIGNATURE AND TITLE | APPROVED DATE | APPROVED SIGNATURE AND TITLE |
|---|---|---|---|
| | | 4-3-74 | G. L. GREEN, DIVISION ENGINEER |

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 6-72)

GPO 915-690

8081

**OREGON STATE**
**HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

March 29, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM R. L. Schroeder
Assistant State Highway Engineer

SUBJECT Interstate Highway 5
N. Albany Intchge.-Lebanon Intchge. (6.8 Miles)
Lebanon Intchge.-Halsey Intchge. (11.5 Miles)
Linn County, Oregon

*DESCRIPTION AND PURPOSE OF PROPOSAL*

This negative declaration is concerned with two safety and overlay projects that would upgrade an 18.3-mile section of Interstate Highway 5 between the North Albany and Halsey interchanges. Because the projects are similar in purpose and scope, it is convenient to treat them within a single negative declaration. Interstate Highway 5 is the principal north-south route through Oregon's Willamette Valley. The proposed projects are situated in a rural environment that is well-known for grass seed production. Relatively level farmlands abut much of the highway right-of-way.

The straight alignment of Interstate 5 in this section enables the motorist to observe traffic conditions for a considerable distance. As a consequence, traffic generally moves rapidly through this section. The principal driving hazards are related to heavy traffic, seasonal rains, and occasional dense fog. Water-filled depressions in the travel lanes may cause fast-moving vehicles to hydroplane. Should a driver lose control of his vehicle, he may have to negotiate shoulder slopes steeper than those presently designed by the Oregon State Highway Division.

The proposed projects would improve highway safety by leveling depressions with asphalt-concrete (Lebanon Interchange-Halsey Interchange), replacing existing guardrail with concrete shoulder barriers or new guardrail, installing new signs, and flattening shoulder slopes. In addition, the projects would require raising several overcrossings to compensate for the change in grade.

According to agreements with the State Executive Department and the Willamette Valley Council of Governments, these projects are of a type that do not require A-95 notification.

### DISCUSSION OF ENVIRONMENTAL IMPACTS

The most significant impacts are related to safety improvement and the acquisition of borrow materials. Based on projected average daily traffic, improvement of highway safety is considered to be an especially important impact.[1] Physical impacts include the utilization of 674,200 cubic yards of borrow material for construction and landscaping. Project plans also include the rehabilitation of borrow sites for recreational or other purposes.

The Oregon State Highway Division proposed at least two sources to supply the necessary borrow material. One source, selected by the Highway Division, would provide 534,000 cubic yards of material for the Halsey Interchange-Lebanon Interchange project. An additional 140,200 cubic yards of topsoil material would be provided by the contractor under conditions stipulated by the Oregon State Highway Division. To assure that potential harm to the environment is minimized, provisions relating to the proper development and rehabilitation of borrow sources have been written into the contract specifications.

The Highway Division has designated the State-owned Saddle Butte quarry as being especially desirable as a borrow source.[2] The suitability of the material, the proximity of the borrow to the proposed projects, and the opportunity to improve an already scarred landscape favor the use of this site. In addition, the Linn County Planning Commission and the Oregon State Wildlife Commission are receptive to the Highway Division's multiple-use plan for the quarry.

---

[1] 1973 ADT: 18,800; 1993 ADT: 31,800

[2] Saddle Butte is located in the S. 1/2, N.E. 1/4, Sec. 9, T. 12S, R. 3W, W.M.

Saddle Butte (el. 649) is typical of the intrusive basalt outcrops that dot the central and southern sections of the Willamette Valley. The butte is a conspicuous landmark rising approximately 390 feet above the rather flat valley floor. Vegetation on the butte is sparse, consisting mostly of grasses and scattered shrubs. The east side of the butte (not visible from Interstate 5) supports a few big-leaf maples.

The Saddle Butte quarries are located on the west side of the butte. The quarries have provided material for local railroad and highway projects for a number of years. The principal quarry is in public ownership and is readily visible from the freeway. The Oregon State Highway Division would like to continue to utilize the State-owned quarry for highway projects, particularly those projects on Interstate 5. The availability of borrow materials and the recognized need to improve the aesthetic qualities of the butte have prompted a proposal of quarrying and intermittent rehabilitation. The proposal includes:

(1) Removing material in benching stages.

(2) Shaping the butte after each significant quarry operation.

(3) Maintaining a berm covered with trees and shrubs to screen quarry activities from Interstate 5.

(4) Cooperating with the Oregon State Wildlife Commission in creating a wildlife habitat.

The Oregon State Wildlife Commission maintains that upland game birds such as pheasant and valley quail use the Saddle Butte area extensively. Songbirds of every species found in western Oregon may also be observed in the area. In addition, many small mammals, including some fur bearers, frequent the butte and vicinity. The Wildlife Commission suggests that plants used for screening are mountain ash, cherry, hawthorn, elderberry, oak, maple, hazel, apples, and cascara. Recommended shrubs are currant, rose, Oregon grape, snowberry, blackberry, and serviceberry.

Three alternative borrow sites, the Widmer quarry, Courtney Creek, and Woodworth properties, have also been considered as possible material sources. Although Oregon State Highway Division investigations indicate that Widmer quarry rock may be superior in hardness to that of Saddle Butte, (1) the Widmer quarry is in private ownership, (2) haul distance from source to project is greater, and (3) rehabilitation plans for the Saddle Butte borrow site would be deferred in the event that an alternative source is selected. These three factors tend to discourage the Highway Division from using the Widmer quarry as a source of borrow materials.

The Courtney Creek site was originally considered under a material acquisition and rehabilitation plan. Subsequent changes in highway design, however, eliminated the need to acquire the large quantity of borrow included in the Courtney Creek plan.

***BASIS FOR NEGATIVE DECLARATION*** The proposed construction on Interstate Highway 5 between the North Albany and Halsey interchanges is necessary to promote travel safety. Also, the proposed projects include an opportunity to utilize borrow materials in conjunction with a much-needed rehabilitation plan. It is the conclusion of the Oregon State Highway Division that the project as outlined above would not constitute a major action, as defined in Policy and Procedure Memorandum 90-1, Appendix F, nor does it have the potential to significantly adversely affect the quality of social or natural environments.

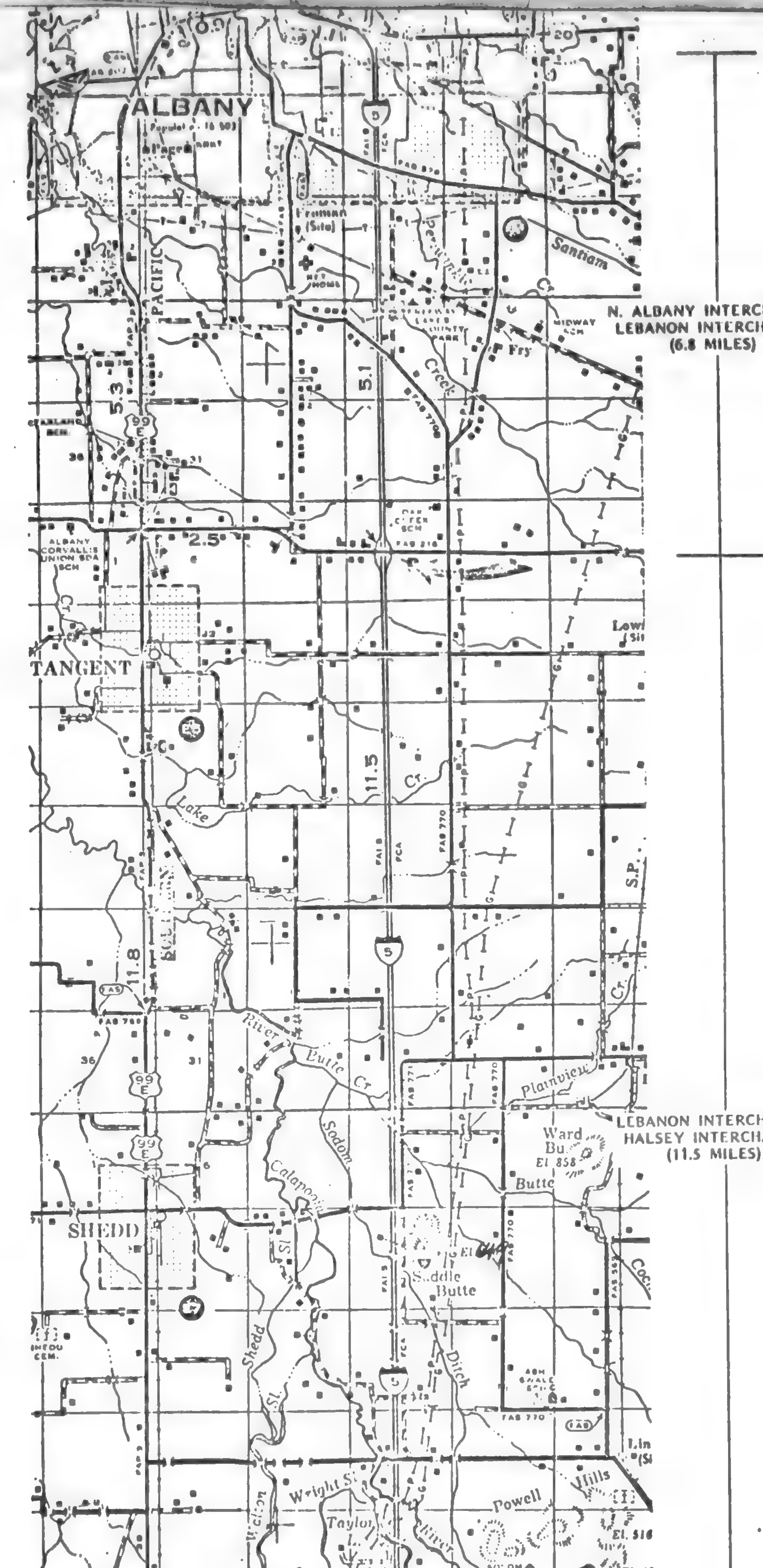
Your concurrence is respectfully requested.

Endorsement to Oregon State Highway
Division

Concur ______________ Date APR 3 1974
Division Engineer

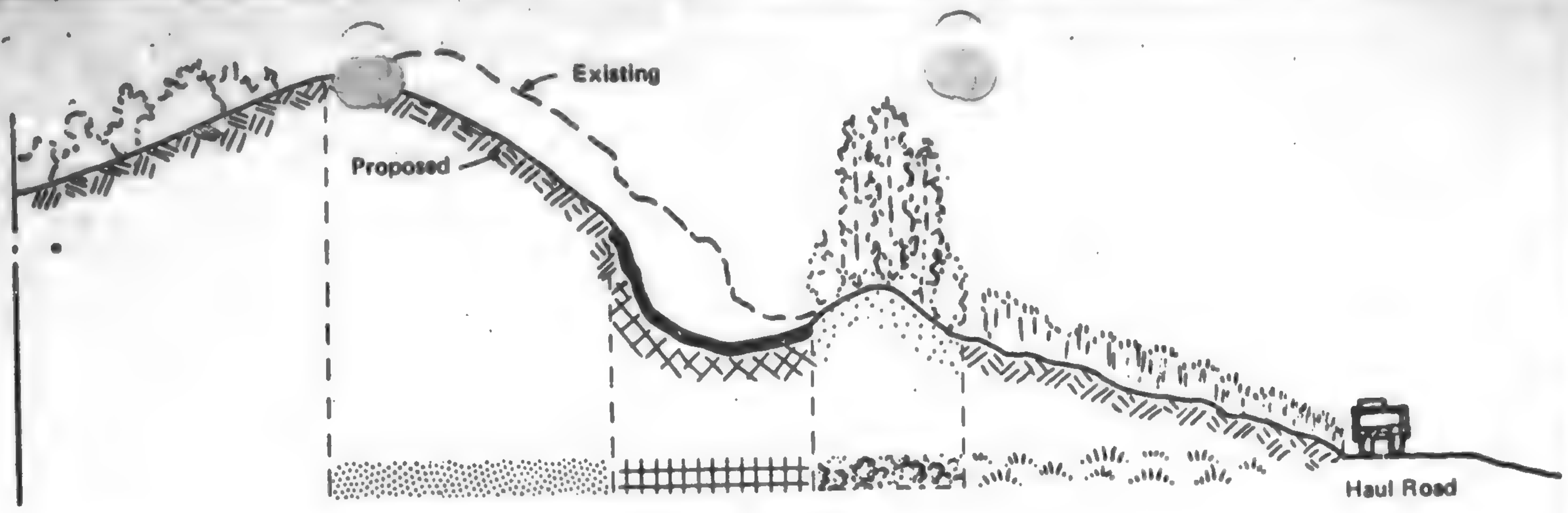
JK:sz bb

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
J. H. Versteeg
R. E. Royer
V. D. Wolfe
L. W. Rulien
C. O. Fredrickson

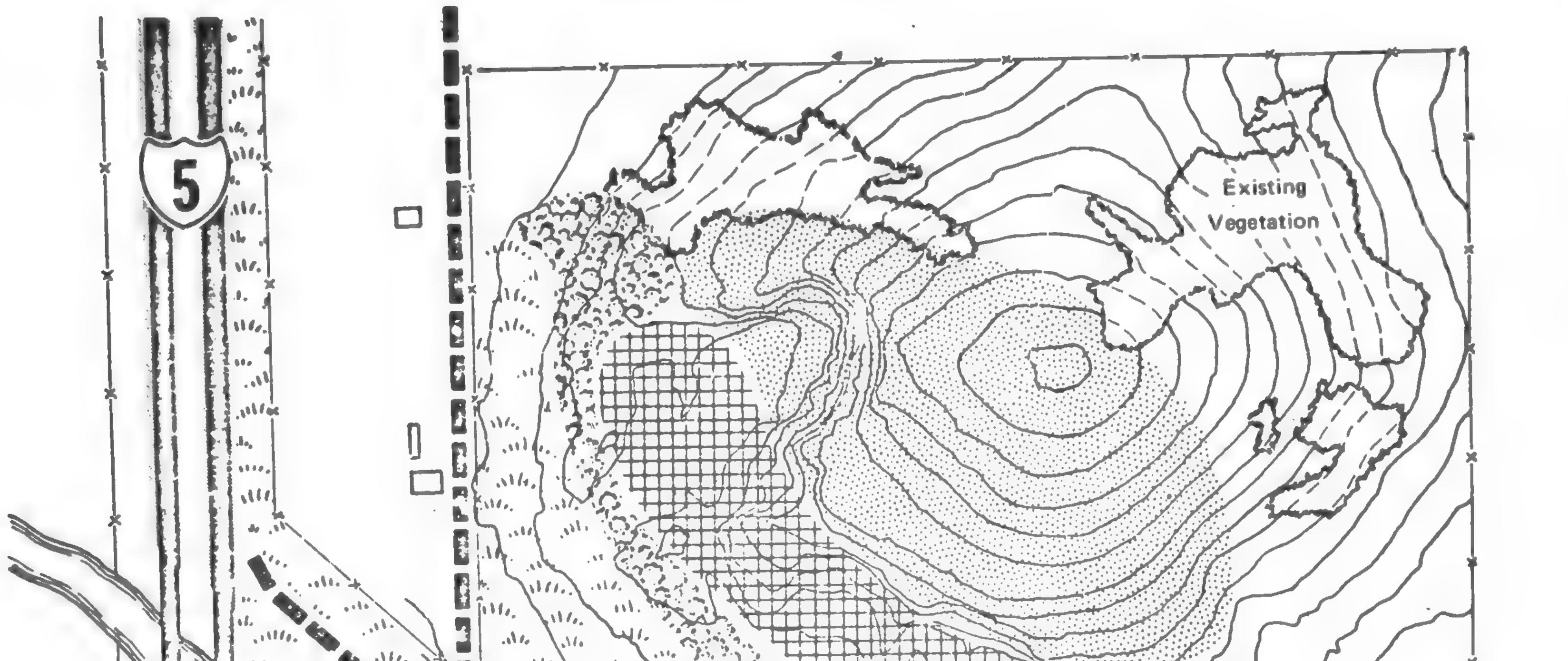


N. ALBANY INTERCHANGE
LEBANON INTERCHANGE
(6.8 MILES)

LEBANON INTERCHANGE
HALSEY INTERCHANGE
(11.5 MILES)



CONCEPTUAL DIAGRAM


5
Existing Vegetation
SODOM
DITCH
Haul Road
Existing Vegetation
– Reshaping slope
– Shrub, flower, erosion control seeding
– Active borrow zone
– Extensive screen planting and berm
– Seedling and whip plantings

PLAN VIEW

SADDLE BUTTE BORROW PIT RECLAMATION
N. ALBANY INT.–HALSEY INT. SECTION
PACIFIC HIGHWAY

-8081

March 18, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM
L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. I-5-4(79)216

We are submitting program data for one interstate project. Item No. 778, Project No. I-5-4(79)216, "Lebanon Road Interchange-Halsey Interchange Section", which we desire to have included in the Federal-aid Interstate Highway Program.

The project qualifies as a "Safety Improvement Project" under the provisions of paragraph 4b(2) of PPM 21-16 as the work is for the correction of roadside features identified as hazardous in the AASHO report, "Highway Design and Operational Practices Related to Safety."

We plan to award two contracts for this project. It is our present intention to receive bids for the first contract (grading, draining, signing and rock production) on April 25, 1974 and for the sectond contract to accomplish the remainder of the work on October 24, 1974.

An environmental statement covering the N. Albany Interchange-Lebanon Road Interchange Section and the Lebanon Road Interchange-Halsey Interchange Section will be submitted as a separate action, under the provisions of PPM 90-1.

The project is exempt from State Clearinghouse and District 4 Clearinghouse reviews under working agreements dated April 28, 1970 and August 7, 1970 respectively.

Public hearings are not required for this project under provisions of paragraph 6c of PPM 20-8.

Enclosure

8081

FORM E-20

# OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE March 15, 1974

TO Gerald Wimer, Region II Construction Engineer

F.E.T.

FROM Frank E. Terpin, Final Design Engineer

NOTED
E. S. HUNTER

SUBJECT Lebanon Road Interchange-
Halsey Interchange Section
Pacific Highway
Linn County

The requirements of safety protection of guard rail ends, bridge columns and bridge handrails have been reviewed. It was deemed appropriate to do a minor amount of work under the contract to be let in April, 1974. The rest of the revision of the safety features will be included in the paving and structure contract scheduled for bid opening in October, 1974.

The work includes replacing existing type A end pieces with type B end pieces, extending the guard rail at three undercrossing structures where the existing rail is not flared to install anchors, and type C end pieces. The cost is estimated to be $8,000.

FET:we
cc: E. S. Hunter
C. G. Swenson
Lyle K. Watson

RECEIVED
MAR 18 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8081

Form FHWA 121 (Rev. 8-73)

UNITED STATES GOVERNMENT

# *Memorandum*

**DEPARTMENT OF TRANSPORTATION**
**FEDERAL HIGHWAY ADMINISTRATION**

Box 300
Salem OR 97308

DATE: January 11, 1974

In reply refer to: 10-41-B2

SUBJECT: Oregon Project I-5-4(-)
Lebanon Road-Halsey Interchange
Pacific Highway - Linn County

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attn: Mr. Victor D. Wolfe, Location Engineer

**NOTED**
**E. S. HUNTE**

Reference your letter of December 20, 1973, approval is hereby granted to include the one inch open graded plant mix seal on the subject project in accordance with FHWA Notice HNG-23 dated May 28, 1973.

for G. K. Hossner
G. L. Green

**NOTED**
**A. E. JOHNSON**

RECEIVED
ENGR
1 4 74
REFER TO Hunter
Act File

1-14-74
Copy to Wolfe

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JAN 14 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

cc [illegible]
1-14-74

8081

**OREGON STATE**
**HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 20, 1973

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

NOTED
E. S. HUNTER

Dear Mr. Green:

Re: Lebanon Road-Halsey Interchange
Pacific Highway (FAR 81), Linn County
FHWA File: 10-35-DB

A one-inch open graded plant mix seal is requested for the subject section under provisions of Federal Highway Administration Notice HNG-23 dated May 28, 1973. This request is in addition to the six-inch asphaltic concrete overlay depth approved in your letter of December 8, 1972.

Very truly yours,

Victor D. Wolfe
Location Engineer

CJG:af jp
cc: E.S. Hunter

RECEIVED
DEC 20 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8081

REGION ENGINEER
RECEIVED
NOV 29 1973
☐ RE ☐ RCE ☐ RME ☐ ☐
☐ ULE ☐ GEO ☐ TA ☐ FILE ☐

November 29, 1973

NOTED
H. S. COULTER

Mr. R. L. Pfeifer
Pfeifer and Associates Corporated
1845 S.E. Exeter Drive
Portland, Oregon 97202

Dear Mr. Pfeifer:

The section of Pacific Interstate Highway you wrote about November 21, is apparently the Lebanon Road-Halsey Interchange section. There were three contracts in the original construction. Two were grading. You were apparently interested in the surfacing. It was all done by Warren Northwest under contract 5388 dated December 11, 1958.

This section of Highway, as well as many other sections, of the Pacific Interstate Highway, has shown early fatique. This is primarily due to heavy traffic, poor soil, and old base design techniques.

The need for improvement is recognized by the Oregon State Highway Division and the Federal Highway Administration. Fortunately, there are interstate funds available for an overlay. Contracting is tentatively scheduled for early next summer with completion likely by the end of 1975. That improvement will be very similar to that recently completed southerly of Halsey. In the interim, we are aware that patching necessitated by the pavement weakness distorts, and to a degree restricts, rain-water runoff from the pavement surface. Representatives of this office as well as the District Office at Corvallis are frequently over this section. We have not noticed any undue ponding. Should there be any, immediate corrective steps would be undertaken.

Thank you for reminding us of this problem. Fortunately permanent correctio is to be undertaken in the near future.

Yours very truly,

ORIGINAL SIGNED BY GERALD WIMER

Gerald W. Wimer
REGION CONSTRUCTION ENGINEER

GWW/elk
cc: H. S. Coulter
D. H. Moehring
Howard Johnson

RECEIVED
5 1973
Office of
Assistant State Highway Engineer

12-3-73
Johnson

Dixie

LEXINGTON, NORTH CAROLINA

REFERRED TO
Hwy. Engr
BY ADMINISTRATIVE SERVICES

November 21, 1973

Oregon State Highway Commission
State Highway Office Building
Salem, Oregon
Attn: Road Department

Dear Sirs:

Having driven state highways for numerous years, I am surprised and disappointed at the condition of I-5 for approximately a 10-mile stretch north of the Sweethome exit. Lack of proper drainage on the south bound section of this highway results, in my opinion, hazardous driving.

Please advise name of contractor and approximate age of this section of highway.

Yours Truly,

R. L. Pfeifer

R. L. Pfeifer

rlp:clm

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STATE HWY ENGR
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Goulds
FOR
Info | R/D | DIR | File

cy LEH

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NOV 26 1973
Office of
Assistant State Highway Engineer

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NOV 23 1973
HIGHWAY
ADMINISTRATIVE SERVICES

11-26-73
orig to Fredrichson
Res. Eng.
cy HSC

DEC 1 4 1972

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

FOR FILE

# Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: December 8, 1972

In reply refer to: 10-35-DB

G. K. [illegible]

FROM : C. L. Green, Division Engineer
Salem, Oregon

SUBJECT: Oregon I-5-4(-)204
Lebanon Road-Halsey Interchange
Pacific Highway (FAR 81)
Linn County
Pavement Overlay

A 6-inch asphaltic concrete overlay is approved for Interstate financing on the subject project. In addition a material allowance equal to 1/2 inch of AC is also approved.

Enclosed are copies of our review analysis and Regional office comments. These may be useful to you in analyzing future Interstate pavement overlay proposals.

Enclosure
Region 12-5-72 memo
Overlay Analysis

RECEIVED
STATE HWY ENGR
DEC 1 3 '72
REFER TO
FOR

12-13-72
REFERRED TO
Ed
BY DEPUTY STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER
cc Young
Hall
Boyd
Wolfe

RECEIVED
DEC 1 3 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

# *Memorandum*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
222 S. W. Morrison Street
Portland, Oregon 97204

✓ Reg Board
✓
✓

TO : Mr. G. L. Green
10-35.DB Division Engineer
Salem, Oregon

DATE: December 5, 1972

63 — In reply refer to: 10-00.331

FROM : Hugh B. Henry, Chief
Design Division
Portland, Oregon

SUBJECT: Oregon I-5-4(-)204, Lebanon Road-Halsey Interchange
Proposed Pavement Overlay

RENZ' MEMO

With your memorandum of November 13, 1972 you furnished a copy of the State's request for an overlay of the asphalt concrete pavement on this project with FAI funding together with materials, test data, deflection data, and annual maintenance costs since this route segment was opened to traffic in 1960. Your memorandum includes your analysis of the proposed overlay based on the method described in G. M. Williams' March 19, 1969 memorandum to J. J. Crowley, Deputy Regional Administrator.

The State has requested a 7 in. overlay plus 1 in. for leveling following evaluation of the borrow, surfacing, and paving materials sources used in the original construction in light of current specification requirements. This method of determining flexible pavement overlay requirements on Interstate projects has received regional and Washington office concurrence. Our review indicates that the information furnished supports a 7 in. overlay determined by this method. The State has further supported its request with overlay calculations based on deflection measurements and a 1966 pavement structure condition survey.

Your analysis of overlay depth needed to obtain a pavement structure adequate for the 20-year design period, based on G. M. Williams' March 19, 1969 memorandum, indicates a 5 in. overlay requirement with which we agree. Consequently you have averaged the results of the two accepted methods and propose to approve a 6 in. overlay for FAI participation. We concur in this proposal.

The significant depth of overlay found necessary on this project is the result of a determination that pavement service ability reached 2.5 in 1962, two years after the project was opened to traffic. The State and your office have made this determination based on maintenance costs and visual observations by State and FHWA personnel. The marginal quality of the original surfacing and paving aggregates according to current specification requirements and the pavement condition survey and the apparent poor quality of the selected borrow material provide support for poor service ability characteristics early in the pavement service life. We also note that the

-more-

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

original pavement design based on a low "R" value for the selected borrow and current specifications would have provided a 24 in. crushed base equivalent whereas the present design indicates a 37.5 in. crushed base equivalent is needed to provide for the 20-year period after original project authorization. In view of the very early deterioration of this pavement structure, project files should be well documented in regard to the visual observations and pavement structure maintenance costs which were utilized to establish the date when the 2.5 serviceability level was reached.

The proposed additional ½ in. of AC for leveling course is in accordance with established policies.

# OVERLAY ANALYSIS

## Lebanon Road - Halsey Interchange
## Interstate 5

Analysis based on method described in G. M. Williams' March 19, 1969 memorandum to J. J. Crowley, Fort Worth, Texas.

---

**Data:**

1958 Authorization date
1958-1978 - 20-year design period
1962 - Year pavement reached $P_t = 2.5$ (Determined from maintenance records contained in the State's submission and from visual observations by State and FHWA personnel.)
Truck traffic and axle distribution taken from State's submission
Soil Support Value = 3.3 (based on R = 8)
Regional Factor = 1.0

---

**Analysis:**

Loading for period from opening in 1960 to 1962 at which time the pavement reached a serviceability index = 2.5. (Traffic Analysis attached)

Total 18K loads = 570,080
From AASHO Chart 400-2 $P_t = 2.5$
SN supplied 1960 to 1962 = 3.4
SN required for 20-year design period (1958-1978)
Total 18K loads = 7,283,280 (Traffic Analysis attached)
From AASHO Chart 400-1, A = 2.0
SN required = 4.8

$$\begin{array}{ll} \text{SN required (1958-1978)} & = 4.8 \\ \text{SN supplied (1960-1962)} & = \underline{3.4} \\ \text{SN to be added} & = 1.4 \end{array}$$

$$\text{AC Overlay Required} = \frac{1.4}{0.28 \text{ (Coeff. for AC)}} = 5''$$

Summary:

AC Overlay required using various analysis methods:

| | |
|---|---|
| G. M. Williams' March 19, 1969 memorandum | 5" |
| State's under-design (Recommended method by J. R. Hewitt, FHWA) | 7" |
| Deflection measurements | 6.5" |
| Condition Survey | 7.5" |

---

Recommendation:

I recommend that a 6" AC Overlay be approved for Interstate funding. This reccommendation is based on the average between the two FHWA sanctioned methods, G. M. Williams' March 19, 1969 memorandum, and the under-design analysis.

In addition, in accordance with Washington office policy, 1/2 inch of AC should be approved for leveling with Interstate funds.

Analysis by:

L. P. Renz, Area Engineer

20 yr - 1958 thru 1978

## TRAFFIC ANALYSIS

SECTION: I-5-4(-) Lebanon Road - Halsey Interchange
HIGHWAY: I-5
COUNTY: LINN

5750 Present ADT ( 1958 )
18% Percent Trucks

| AXLES | TWO WAY TRUCK ADT | EXPANSION FACTOR | TOTAL TADT | MEAN TADT | ANNUAL ONE WAY 18 kip s.a. | AVERAGE ANNUAL 18 kip s.a. |
|---|---|---|---|---|---|---|
| 2 | 125 | 2.5 | 313 | 219 | 38.25 | 8,376 |
| 3 | 145 | ↓ | 363 | 254 | 81.76 | 20,767 |
| 4 | 45 | ↓ | 113 | 79 | 105.30 | 8318 |
| 5 | 720 | ↓ | 1800 | 1260 | 257.76 | 324,777 |
| 6 | 5 | ↓ | 13 | 9 | 213.96 | 1926 |
|  |  |  |  | 1,821 TOTAL |  |  |

TOTAL AVERAGE ANNUAL 18 kip s.a. 364,164

TWENTY YEAR 18 kip s.a. 7,283,280

2yr. 1960 thru 1962

## TRAFFIC ANALYSIS

SECTION: I-5-4(-) Lebanon Road-Haley Interchg

HIGHWAY: I-5

COUNTY: LINN

5750 Present ADT ( 1958 )

19% Percent Trucks

| AXLES | (Interpolated) TWO WAY TRUCK ADT 1960 | (Interpolated) Two Way ~~EXPANSION FACTOR~~ Truck ADT 1962 | ~~TOTAL TADT~~ | MEAN TADT | ANNUAL ONE WAY 18 kip s.a. | AVERAGE ANNUAL 18 kip s.a. |
|---|---|---|---|---|---|---|
| 2 | 156 | 187 | ___ | 172 | 38.25 | 6,580 |
| 3 | 191 | 217 | ___ | 199 | 81.76 | 16,260 |
| 4 | 56 | 67 | ___ | 61 | 105.30 | 6,420 |
| 5 | 900 | 1080 | ___ | 990 | 257.76 | 254,500 |
| 6 | 6 | 7 | ___ | 6 | 213.96 | 1,280 |
| | | | | 1428 | TOTAL | |

TOTAL AVERAGE ANNUAL 18 kip s.a. 285,040

2 year ~~TWENTY YEAR~~ 18 kip s.a. 570,080

RECEIVED 8081
JUN 30 1971
FOR FILING

FHWA-121 (12-67)

UNITED STATES GOVERNMENT

# Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

J

**DATE:** June 24, 1971

**In reply refer to:** 08-35-DB

**TO** : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

**FROM** for R. E. Simpson, Division Engineer
Salem, Oregon

**SUBJECT:** Oregon I-5-4(-)
Lebanon Road-Halsey Interchange
Interstate 5

Your June 18 letter requested approval of a 7-inch asphaltic concrete overlay with a 1-inch allowance for leveling on the above project. The 7-inch overlay is approved for Interstate estimate purposes only. The leveling is not considered eligible and is not approved.

We are forwarding your request to our Regional office for review prior to a final determination of the overlay depth for design purposes.

6-30-71

REFERRED TO
Young
[illegible] Engr

NOTED
TOM EDWARDS

RECEIVED
JUN 2[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
E. P. [illegible]

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

8082 Fremont Bridge Sec., 1974
Stadium Freeway in Ptld.
(Safety rails and ladders)

8082

2

May 19, 1975

Rathbone, King & Seeley
310 SW 4th Street
Portland, OR 97204

Gentlemen:

On May 9, 1975, we wrote to you concerning release of final payment on Contract No. 8082 awarded to F. G. Scott Construction Company for work on Fremont Bridge Section of the Stadium Freeway in Multnomah County.

Final payment on this contract is $2,595.05 and the total contract amount is $51,901.00. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn/hh

cc F. G. Scott Construction Company
3680 Brooklake Road NE
Salem, OR 97305

Updegraff Insurance Inc.
776 Commercial Street SE
Salem, OR 97302

bc C. T. Keasey
Walt Hart
V. E. Skoog, Attn Dick Hacek
R. N. Bothman

8082

FORM C-1 (REV. 12-66)

OREGON STATE HIGHWAY DEPARTMENT

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

| | | |
|---|---|---|
| SECTION: Fremont Bridge | WEEK ENDING: 3-22-75 | SECTION PREFIX: 626-2010 |
| HIGHWAY: Stadium Freeway | COUNTY: Multnomah | |
| NAME OF JOB: Fremont Bridge Safety Rail | KIND OF WORK: Safety Rail, Ladders, Misc. | |
| CONTRACTOR: F.G. South Const. Co. | CONTRACT NUMBER: 8082 | FEDERAL AID PROJECT NUMBER: I-405-3(31)303 |
| DATE OF CONTRACT: 11-5-74 | DATE WORK STARTED: 2-3-75 | ESTIMATED COMPLETION DATE: March 17, 1975 |
| AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 2 SUPERVISION: 1 | SPECIFIED WORK DAYS:<br>SPECIFIED CALENDAR DAYS: 200 | WORK DAYS USED:<br>CALENDAR DAYS USED: 120 |
| PROJECT AUTHORIZATION: $ 67,708.43 | SPECIFIED COMPLETION DATE: | PERCENT OF TIME ELAPSED: 90 |
| EXCLUSIVE OF ENGINEERING: $ 61,795.03 | ENGINEERING AUTHORIZATION: $ 5,913.40 | PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100 |
| ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 61,795.03 | ENGINEERING COST TO DATE: $ 2,790.00 | PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: |
| ESTIMATED PERCENT: OVERRUN UNDERRUN 0 % | PERCENT OF AUTHORIZATION: 46 % | DATE PROJECT WAS COMPLETED: 3-17-75 |

ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | 2529-B | | | | | | | |
| PERCENT | 100 | | | | | | | |

| | | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|---|
| SUNDAY | 16 | O'cast Rain | 1 | | |
| MONDAY | 17 | O'cast Rain | 1 | | |
| TUESDAY | 18 | O'cast Rain | 0 | | Job was completed 3-17-75 |
| WEDNESDAY | 19 | O'cast Rain | 0 | | |
| THURSDAY | 20 | Sctd-O'cast Showrs | 0 | | |
| FRIDAY | 21 | O'cast Rain | 0 | | |
| SATURDAY | 22 | Fcst Rain | 0 | | |

Routing
Keasey RECEIVED Scofield
Bond Glenn
Jackmond MAR 24 1975 Berg
Harwood
Johnsen CONSTRUCTION
Walker SECTION

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY 16 | No activity |
| 17 MONDAY | Complete all pickup work on ladders, platforms, and water deflectors. Changed 3 manhole covers to fit manhole rings. [illegible] (price agreement work)<br>all work complete. |
| 18 TUESDAY | No activity |
| 19 WEDNESDAY | No activity |
| 20 THURSDAY | No activity |
| 21 FRIDAY | No activity |
| SATURDAY 22 | No activity anticipated. |

## REMARKS

This is the final weekly report. All work is complete.

J. D. Howard

SIGNED John D. Howard LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

8082

# STATE COPY

Form Approved; O.M.B. No. 04-R2089

| | | |
|---|---|---|
| *TO BE COMPLETED BY FHWA*<br>MONTHLY TRANSACTION NO. | U. S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>**FEDERAL-AID PROJECT AGREEMENT**<br>11-26-74 | STATE<br>Oregon<br>COUNTY<br>Multnomah<br>PROJECT NO.<br>I-405-8(31)303 |

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-405, Fremont Bridge (Portland)

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 5-24-74 | 0.41 |

OTHER *(Specify)*

FUNDS Pro Rata 92.28%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 65,047.00 | $ 60,025.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By E S Hunter

Assistant State Highway Engineer
*(Title)*

By ______________________

*(Title)*

By ______________________

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By D. J. Smith
for G. L. Green *(Division Engineer)*

Date executed by Division Engineer November 26, 1974

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

# AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division

Federal-aid Project
No. I-405-8(31)303

## FREMONT BRIDGE SECTION

## STADIUM FREEWAY HIGHWAY IN MULTNOMAH COUNTY

Salem, Oregon, November 12, 1974

Project Agreement Estimate.

Type Code X334
Fremont Bridge (Sta. "FB$^{3}$" 346+18 to Sta. "FB$^{3}$" 367+82)

| | | | |
|---|---|---|---|
| Temporary Protection and Direction of Traffic | All Required | | $ 2,000.00 |
| Temporary Signs | 312 sq.ft. | 3.00 | 936.00 |
| Flagmen | 24 hour | 1.00 | 24.00 |
| Structural Steel | All Required | | 32,000.00 |
| Safety Rail | 358 lin.ft. | 35.00 | 12,530.00 |
| Water Deflectors | 152 only | 22.00 | 3,344.00 |
| | | | $50,834.00 |

Anticipated Items

| | | |
|---|---|---|
| Railroad Protective Cost | All Required | $ 7,800.00 |
| Sealing Tie Girder Splice Plates | All Required | 500.00 |
| | | $ 8,300.00 |
| | Subtotal | $59,134.00 |
| | Engineering | 5,913.00 |
| | Total | $65,047.00 |

Project length (Bridge) - - - 0.410 mile

| | |
|---|---|
| Federal Funds | $60,025.00 |
| State Funds | 5,022.00 |
| Total | $65,047.00 |

Group 1 - 100%

Contract No. 8082

Prefix: 626-1010

# FREMONT BRIDGE SECTION

## Railroad Protective Costs

### Union Pacific Railroad

Engineer Inspector - 1 month

| | |
|---|---|
| Labor | $1,129 |
| Additives (37%) | 418 |
| Expenses 22 days @ $3.00 | 66 |
| | $1,613 |
| State will pay | $1,600 |

### Burlington Northern Railroad

Engineer Inspector - 2 months

| | |
|---|---|
| Labor | $2,330 |
| Additives (41%) | 955 |
| Expenses 2x22x$4 | 176 |
| | $3,461 |
| State will pay | $3,400 |

### Portland Terminal Railroad

Engineer Inspector - 2 months

| | |
|---|---|
| Labor | $1,936 |
| Additives (34.65%) | 671 |
| Expenses 2x22x$4 | 176 |
| | $2,783 |
| State will pay | $2,800 |

8082

November 5, 1974

F. G. Scott Construction Co.
3680 Brooklake Rd. NE
Salem, OR 97305

Gentlemen:

The Oregon Transportation Commission on October 29, 1974, accepted your proposal for work on the Fremont Bridge Section of the Stadium Freeway in Multnomah County in the amount of $50,834 and referred it to the Administrator of Highways with authority to award the contract as soon as approval of the Federal Highway Administration is received.

Approval has been received and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 8082.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 State Highway Building, Salem, Oregon 97310) for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin November 18, 1974.

Very truly yours,

C. W. Head
COMMISSION SERVICES

js
Enclosures

bc Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle & Portland
C. T. Kassey
Walt Hart
Vince Gallagher
William Geibel (SAIF)
Robert Bothman
John Howard

8082

FORM 81-734-3930

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

October 25, 1974

Salem, Oregon

FILE: Br. 25298

ORIGINAL SIGNED
WALTER J. HART

**FROM:** Walter J. Hart
Bridge Engineer

**TO:** Mr. L. W. Rulien
Project Management Engineer

**SUBJECT:**

Fremont Bridge Safety Railing
Analysis of Bids

The bids received for the Fremont safety railing project have been reviewed. We recommend award to the low bidder.

The engineers' estimate did not take into account a $2000-$3000 item for touch-up painting. The cost for material, fabrication, and erection of the safety rail should have been more on the order of $45/ft. An adjusted engineers estimate with these two bid items modified is given below:

| | | | | |
|---|---|---|---|---|
| 1. | Temporary Protection and Direction of Traffic | All Specified | | $3,000.00 |
| 2. | Temporary Signs | 312 sq. ft. | 9.00 | 2,808.00 |
| 3. | Flagmen | 24 hours | 12.00 | 288.00 |
| 4. | Structural Steel | All Required | | 23,500.00 |
| 5. | Safety Rail | 358 lin. ft. | 45.00 | 16,110.00 |
| 6. | Water Deflectors | 152 only | 25.00 | 3,800.00 |
| | | | | $49,506.00 |

Low bid received $50,834. Difference between low bid and adjusted engineers' estimate $1,324 or 2.7%.

NOTED
E. S. HUNTER

WJH/ag

cc E. S. Hunter

RECEIVED
OCT 28 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

# COST ANALYSIS

## Jobs Bid - October 24, 1974

| Job | % | Remarks |
|---|---|---|
| #10 Fremont Bridge | +17.1% | This is a bridge project. They are submitting a separate report. See note attached. |

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter✓
H. S. Coulter
R. L. Schroeder
L. W. Rulien
W. J. Hart
C. T. Keasey
J. H. Versteeg
D. E. Swan
John Bond
Virgil Boyd
E. L. Johnson
Cost Analysis

NOTED
E. S. HUNTER

RECEIVED
OCT 25 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8082

6-4-74

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

**LETTER OF APPROVAL AND/OR AUTHORIZATION**

FEDERAL AID PROJECT NO.: 1-405-8(31)303

STATE PROJECT NO.: FREMONT BRIDGE SECTION

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.:

ITEM NO.: 1-783

COUNTY NAME: MULTNOMAH

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
JUN 5 '74
REFER TO
Hunter
FOR
Info | Inves | R/D | D/R

NOTED
E. S. HUNTER

DATE PS&E APPROVED: MAY 24, 1974

DATE AUTHORIZATION EFFECTIVE: MAY 24, 1974

FEDERAL ROUTE NUMBER: INTERSTATE ROUTE 405

STATE ROUTE NUMBER: PRIMARY ROUTE 61

GENERAL LOCATION:

CITY OF PORTLAND

GENERAL DESCRIPTION OF WORK:

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH ITEMS LISTED BELOW AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify)
SEALING TIE GIRDER SPLICE PLATE (EW) $500.00
RAILROAD PROTECTIVE SERVICES
(UPRR-BNRR AND PORTLAND TERMINAL RR) 7,800.00

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. RULIEN'S MAY 23, 1974 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

6-5-74
original & title sheet
to L. W. Rulien

RECEIV
JUN 5 1974
OFFICE OF
ASSISTANT STATE [illegible]

DATE: 6-4-74

SIGNATURE OF APPROVING OFFICIAL: C R Burghardt

TITLE: DIVISION ENGINEER

[illegible] STOCKS OF FORM PR-1240 (REV. [illegible]

8082

5-20-74

**TRANSACTION NUMBER** 5-103

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 5-20-74

BY (Signature): L. W. RULIEN'S MAY 15, 1974 LETTER

TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS ______

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 783 THRU ______

| ITEM NO. | PROJECT NOS. | LENGTH (Miles) | TOTAL ESTIMATED COST | FEDERAL FUNDS | OTHER IDENTIFICATION AND/OR REMARKS (State) |
|---|---|---|---|---|---|
| 783 | I-405-8(31)303 | 0.41 | 99,000 | 91,300 | LOCATION: FREMONT BRIDGE SECTION<br>MULTNOMAH COUNTY<br>STATE OF OREGON<br>WORK: SAFETY RAILS, PLATFORMS AND LADDERS. |

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
MAY 21 '74
REFER TO Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act | File ✓

REMARKS (Division)

Copy to Rulien
5-23-74

| RECOMMENDED | | APPROVED | |
|---|---|---|---|
| DATE | SIGNATURE AND TITLE | DATE | SIGNATURE AND TITLE |
| | | 5-20-74 | G. L. GREEN, DIVISION ENGINEER |

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

8082

May 15, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM

L. W. Mullen
Project Management Engineer

SUBJECT Program Data Submission
Project I-405-8(31)303

We are forwarding program data for one Interstate project, Item No. 783, Project No. I-405-8(31)303, "Fremont Bridge Section", which we desire to have included in the Federal-aid Interstate Highway Program.

It is our present intention to receive bids for this project on June 20, 1974.

The Negative Declaration was concurred in by FHWA on February 5, 1974.

The project is exempt from State Clearinghouse and District 2 Clearinghouse reviews under working agreements dated April 28, 1970 and September 18, 1970, respectively.

Public hearings are not required for this project under provisions of paragraph 6c of PPM 20-8.

The proposed work is stage construction of the superstructure for it is necessary toward accomplishing the completion of the ultimate facility and, as such, the design approval requirements (PPM 20-8) were complied with under the initial construction, Project No. I-405-8(17)303.

Enc.
JG:pr

Budget Bureau No. 41-R20

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO R.O. 5-15-74

FORM PR-1 (REV. 4-61)

# FEDERAL-AID PROGRAM DATA

(PPM 21-1)

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER<br>1 | PROJECT LOCATION (45 typewriter spaces)<br>I-405, Fremont Br. (Portland) | | ADT | PRESENT<br>50,000 | FUTURE<br>90,000 | YEAR<br>94 | REGION<br>10 | STATE NAME<br>Oregon |
| CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces)<br>Safety rails, platforms & ladders | NATL. FOREST | [redacted] | | EMERG. YR. | PL. AUTH YR. | | PROJECT NUMBER<br>PREFIX LETTER(S)<br>I- | NUMBER<br>405-8 |
| CARD 4 | CLASS OF FEDERAL FUNDS<br>Interstate | | | | COUNTY NAME<br>Multnomah | | | | |
| | NAME OF URBAN AREA<br>Portland | | | | ROUTE NO. I | FEDERAL-AID<br>I-405 | | STATE<br>61 | U.S.<br>I-40 |

ESTIMATED PROJECT COST BY PHASES

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | CLASS | WORK TYPE | WORK STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5 | | | | | PE | | I-405, Fremont Br. (Portland) | | | | | |
| 5 | | | | | ROW | | | | | | | |
| 5 | | | | | CONST (CODE)<br>X334 | | "Fremont Bridge Section" | 0.41 | 99,000 | 91,300 | 7,700 | |
| CARD 1 | CODE 1 | PREPARED BY | | | | | PROJECT TOTALS | 0.41 | 99,000 | 91,300 | 7,700 | |

PROGRAM APPROVAL DATES

REMARKS Additional Data: It
No

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

# FEDERAL-AID PROGRAM DATA

(PPM 21-1)

5-15-74

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| JECT LOCATION (45 typewriter spaces) | ADT | PRESENT | FUTURE | YEAR | REGION | STATE NAME | STATE CODE | APPN CODE | ITEM NO. |
| -405, Fremont Br. (Portland) | | 50,000 | 90,000 | 94 | 10 | Oregon | 41 | 042 | 783 |

D WORK (35 typewriter spaces): atforms & ladders

NATL. FOREST:

[redacted]

EMERG. YR.:

PL. AUTH YR:

PROJECT NUMBER — PREFIX LETTER(S): I- ; NUMBER: 405-8 ; SEQ. NO.: (31) ; I. Projects Only — POST MI.: 303 ; DESIG.:

Interstate

COUNTY NAME: Multnomah ; CODE: 051

Portland

ROUTE NO.: I ; FEDERAL-AID: I-405 ; STATE: 61 ; U.S.: I-405

PROGRAM STAGE: ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

| WORK TYPE | STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|---|---|---|
| E | | I-405, Fremont Br.<br>(Portland) | | | | | | Inst. walkway safety railing, platforms and access ladders, and misc. work. RR protective service as required. |
| OW | | | | | | | | |
| ONST | | | | | | | | ROW-200' normal;<br>Access control-full;<br>Parking restrictions-complete. |
| X334 | | "Fremont Bridge Section" | 0.41 | 99,000 | 91,300 | 7,700 | | |
| | | PROJECT TOTALS | 0.41 | 99,000 | 91,300 | 7,700 | | |

ROVAL DATES

REMARKS: Additional Data: Item No. 581; Project No. I-405-8(17)303.

-OVER-

USCOMM DC

## FREMONT BRIDGE SECTION

## PROJECT NO. I-405-8(31)303

**Remarks continued:**

**Project Data:** The work consists of installing walkway safety railing on the outside edge of the top flange plate of the tie girder on both sides of the roadway for full length of the bridge, installing platforms and ladders for access from one deck level to the other deck level at each end of the bridge; and miscellaneous work, e.g., install grab bars to top metal parapets at all manhole locations in the tie girders and provide corrective measures for water seepage through the manhole cover plates into the tie girders. Railroad protective service as required.

**A-95 Review:** Exempt from State Clearinghouse and District 2 Clearinghouse reviews and comments under working agreements dated April 28, 1970 and September 18, 1970, respectively.

**PPM 90-1 Requirements:** Negative Declaration was concurred in by FHWA February 5, 1974.

**Public Hearings:** None required under provisions of paragraph 6c of PPM 20-8.

**Stage Approval:** Complied with under the superstructure initial construction, Project No. I-405-8(17)303, as this work is stage construction of the ultimate facility.

NOTE: (1) The seven items set forth in paragraph 4b of IM 20-4-72 that are applicable to the proposed project are covered in the Negative Declaration.
(2) The project is in Congressional Districts 1 & 3.

8082

Form 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

February 5, 1974

FILE:

ORIGINAL SIGNED
WALTER J. HART

FROM: Walter J. Hart
Bridge Engineer

SUBJECT: Fremont Bridge
Miscellaneous Contract Work

TO: Mr. R. N. Bothman
Metropolitan Engineer

NOTED
E. S. HUNTER

Attention Mr. Al Harwood

Drawings for a separate contract for installation of safety rails and other miscellaneous work on the Fremont Bridge are now being prepared in this office. The following items of work will be included in that contract:

1. Fabricate and erect walkway safety railing on the outside edge of the top flange of the tie girder on both sides of the roadway for the full length of the bridge.
2. Fabricate and erect platforms and ladders for access from one deck level to the other deck level for emergency use. Access will be provided at each end of the bridge. Some of the platforms and ladders fabricated by Murphy Pacific will be salvaged and incorporated into this work.
3. Fabricate and install grab bars to the metal parapets at all the manhole locations in the tie girder.
4. Fabricate and install grab bars in the tie girders on the diaphragms at panel points 14 and 14' for access to the existing manhole openings in the diaphragm.

A reoccurring problem has been experienced on this bridge with water draining into the box sections through the manholes and at the splice plates. We would appreciate your comments on corrective measures to overcome this problem. The drainage system on this structure is of such a nature that considerable maintenance problems can be experienced in its operation.

Please review the drainage plumbing system for any suggestions towards its improvement as part of the up-coming work.

WJH:dh

cc E. S. Hunter
C. T. Keasey
John Howard

RECEIVED
FEB 6 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8082

**OREGON STATE**
**HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

January 30, 1974

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM R. L. Schroeder
Assistant State Highway Engineer

SUBJECT Fremont Bridge Highway Motorist
Aid Communication System and
Walkway Safety Railing
I-405 (Stadium Freeway)
Multnomah County

This negative declaration accompanies our request for approval of the subject projects.

*LOCATION AND DESCRIPTION OF PROJECT* The Highway Motorist Aid Communication System has been proposed to serve the recently opened Fremont Bridge, which completes the northern segment of the Stadium Freeway and has a projected 1990 ADT of 97,000 vehicles. This freeway forms a loop connecting I-5 on the east bank of the Willamette River with the Portland CBD on the west side (see attached map).

The system will involve 64 duplex voice, FM radio call boxes distributed at roughly 1,000-foot intervals over the approximately six miles of bridge structure and access ramps. These call boxes are to be spaced so that no stopping point will be more than two-minutes' walk from a call unit. Also, call boxes will be paired on opposite sides of the roadway, thereby eliminating any need to cross traffic lanes.

The call boxes will be backed up by a repeater terminal atop Mt. Scott, southeast of the Fremont Bridge. Here the terminal will tie in with existing state-owned multiplex microwave facilities.

Calls will be subsequently beamed to a central control console located in the Multnomah Office of the Oregon State Police. From this location, the police dispatcher could route appropriate emergency services to the bridge in as little as five minutes.

In addition to the 64 call boxes, the repeater terminal, and the central control console, a number of antennas, antenna housings, signs, batteries, battery chargers, transformers, ten- and twenty-foot aluminum poles, and various mounting devices will be required for the system. Most of this equipment will be placed on the bridge and its ramps.

The project also provides for some 4,320 feet of walkway safety railing, along with platforms and ladders between decks for emergency use in case of fire. Grab bars will also be added at all manhole locations. These measures may be classed as corrective safety work.

*PURPOSE OF PROJECT*

The purpose of the motorist aid communication system is to provide prompt emergency relief. This system will provide accessible, reliable, two-way voice contact between the stranded motorist and the State Police dispatcher. Aid could come within five minutes of receipt of a call -- aid which is specifically suited to the motorist's problem. And there would be fewer abandoned vehicles and less frequent pedestrian-motorist hazards with such a system.

This project is considered experimental; if the system proves a valuable safety aid, other such systems may be designed for freeways throughout the metropolitan area.

*EXISTING ENVIRONMENTAL SETTING*

Three locations in the city of Portland are involved in the motorist aid communication system: the Fremont Bridge and its access ramps, Mt. Scott, and the Multnomah Office of the Oregon State Police on North Union Avenue. The Mt. Scott site now provides a microwave facility, and the State Police Office will be used only to house the central control console in the dispatcher's room. The bridge, then, is the setting for both projects -- the motorist aid communication system and the walkway safety railings and emergency ladders.

***DISCUSSION OF ENVIRONMENTAL IMPACTS***

Both projects are essentially confined to the bridge structure and will affect the facility with respect to appearance, complexity, and safety. The bold, clean lines of the structure may be somewhat obscured by the addition of poles, boxes, signs, ladders, rails, and platforms. The visual detraction, however, should be offset by the gains in traffic service and safety. The cost of installation and maintenance for the motorist aid system must likewise be reckoned in terms of returns in increased safety. Motorists and maintenance personnel alike will be benefited by implementation of the projects.

According to the Federal Highway Administration's Instructional Memorandum 50-1-70, paragraph 2(a) and agreements with the state, these safety projects are exempt from State Clearinghouse review. And since the project requires no right-of-way acquisition, no public hearings need be held.

***BASIS FOR NEGATIVE DECLARATION***

It is the conclusion of the Oregon State Highway Division staff that these projects do not constitute "major actions" as defined in PPM 90-1, Appendix F, paragraphs 2 through 4, nor do they have the potential to significantly adversely affect the quality of the social or natural environment.

Your concurrence is respectfully requested.

Endorsement to Oregon State Highway Division

Concur EJ Valach
Division Engineer

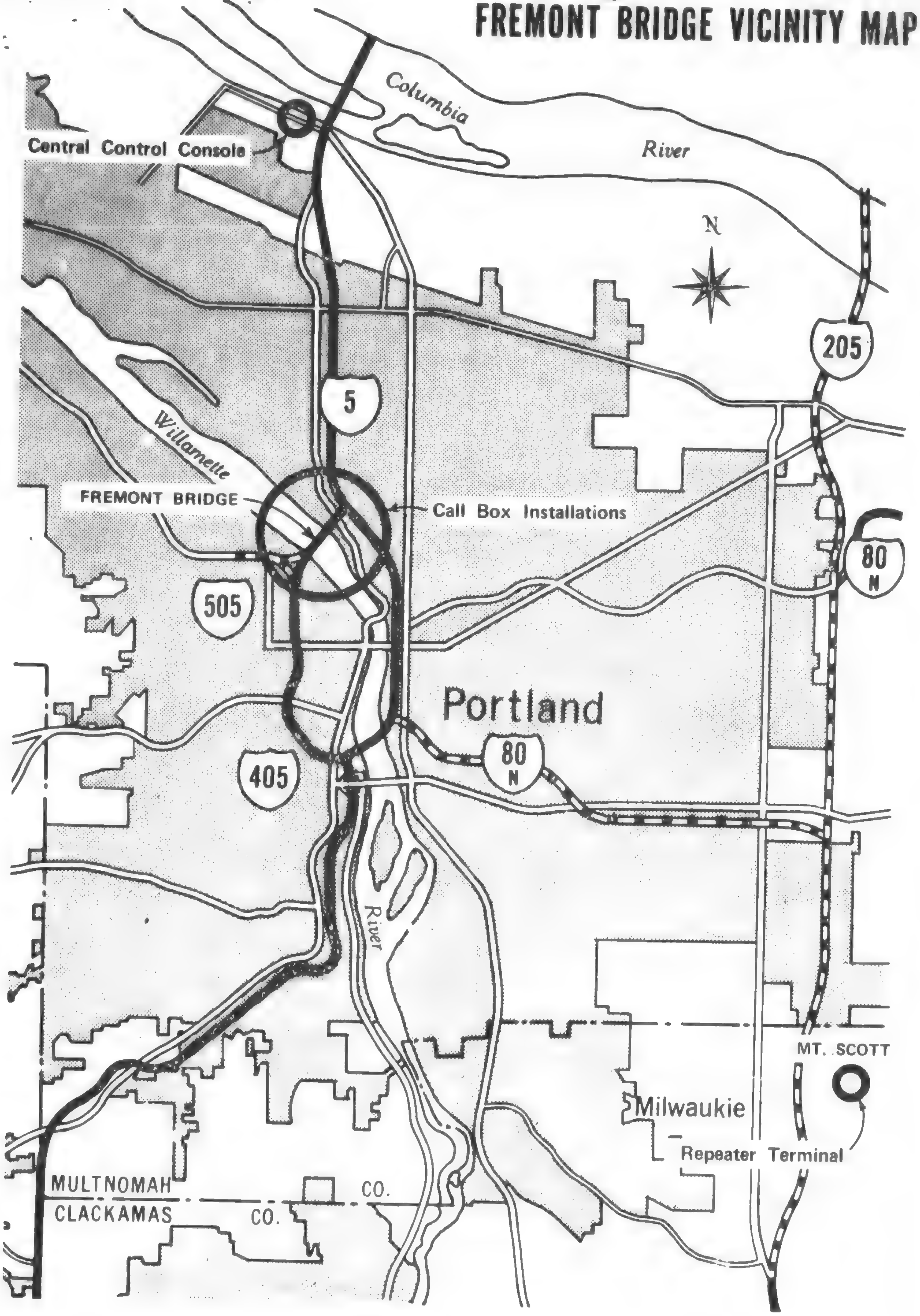
Date FEB 5 1974

EE:jb

Attach.

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
J. H. Versteeg
R. F. Royer
V. D. Wolfe
L. H. Young
R. N. Bothman

# FREMONT BRIDGE VICINITY MAP



8083 Willamette Riv.(Center St) 1974
Br. Sec. Willamina-Salem Hwy.
(Parapet, railing & sidewalk)

23-74

8083 2-24-76

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: U-322(8)

STATE PROJECT NO.: See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: U-172

COUNTY NAME: Marion

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

| | | |
|---|---|---|
| DATE PS&E APPROVED<br>10-2-74 | DATE AUTHORIZATION EFFECTIVE<br>2-18-76 | FEDERAL ROUTE NUMBER<br>Primary Route 47<br>STATE ROUTE NUMBER<br>Primary Route 30 |

GENERAL LOCATION:
"Willamette River (Center St.) Bridge", City of Salem

GENERAL DESCRIPTION OF WORK:
Install cover plates on sidewalk at each expansion joint - furnish and install GM rail delineators.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 2-19-76 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 1 in the estimated amount of $675 - Federal Funds $530.

| | | |
|---|---|---|
| DATE<br>2-24-76 | SIGNATURE OF APPROVING OFFICIAL<br>G. K. Hossner<br>District Engineer | TITLE<br>jw Division Administrator |

FORM PR-1240 (REV. 8 70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Form A-103 (Rev. 8-70)

OREGON STATE HIGHWAY DIVISION

## Order for State Force Work

Contract No. 8083

APPLYING TO CONTRACT PROJECTS

Order No. 1

Section Willamette River (Center St.) Bridge

Date Feb. 6 1976

Highway Willamina - Salem

F.A.P. No. U - 322 (8)

County Polk & Marion

Prefix 27 - 1079

Account No. 279 - 01

---

Description of Work To Be Done:

Misc work on the Center Street Bridge as follows:

1. Install cover plates on sidewalk at each expansion joint.
2. Furnish and install GM Rail delineators.

EFFECTIVE DATE 2/13/76
Contingent upon modification of project agreement if additional funds are required.
BY
TITLE Dist. Engineer
DATE 2/24/76
FEDERAL HIGHWAY ADMINISTRATION

Location by Station Numbers:

Station 39 +91 thru Station 56 + 25

Estimate of Quantities and Costs:

| | |
|---|---|
| 1. Furnish and install five cover plates at $ 50.00 Ea. | $ 250.00 |
| 2. Furnish and install GM Rail delineators | $ 425.00 |
| Total | $ 675.00 |

Explanation:

1. The expansion joints on the sidewalk (Bike Path) have to be covered so a bicycle wheel could not get caught in it.
2. GM Rail delineators are needed for safety to outline the sharp curve on the west approach.

---

**INSTRUCTIONS**

**Submit** a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

**Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.**

| | |
|---|---|
| Project authorization | $724,447.80 |
| Present estimate of project cost, including $ 675.00 for work under this order | $724,447.80 |
| Expected under-run / over-run (amount) | $ -0- |
| Expected under-run / over-run (per cent) | -0- |

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Regional Engineer

Approval Recommended: For Construction Engineer or Bridge Engineer

Approved: Construction Engineer

SP*72830-734

8083 15

January 8, 1976

Safeco Insurance Co.
1300 SW First Avenue
Portland, Oregon 97201

Gentlemen:

On January 6, 1976, we wrote to you concerning release of final payment on Contract No. 8083 awarded to Ross Bros. Construction, Inc. for work on the Willamette River (Center Street) Bridge Section of the Willamina-Salem Highway in Polk and Marion Counties.

Final payment on this contract is $37,434.97 and the total contract amount is $624,248.39 including $5,347.02 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

rw

cc: Ross Bros. Construction, Inc.
3501 Brooklake Road North
Salem, OR 97303

bc: C. T. Kaasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

8083.

13

December 19, 1975

Ross Brothers Construction Company, Inc.
3501 Brooklake Road N.E.
Salem, Oregon 97303

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8083 for work on the Willamette River (Center Street) Bridge on the Willamina-Salem Highway in Polk and Marion Counties.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 47 days is granted because of delay in delivery of handrail materials to the job site and extra work, (E.W.O. 1, raising guardrail on west approach and E.W.O. 2 covering 8 specific structural modifications).

Very truly yours,

H. S. Coulter
Assistant State Highway Engineer

JAB:fr js

bc: F. B. Klaboe
E. S. Hunter
C. T. Keasey w/att.
C. O. Fredrickson w/att.
Robert Church w/att.
Dick Hacek w/att.

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

# *Memorandum*

DATE: December 12, 1975

In reply refer to: 1041DB.2

SUBJECT: Oregon Project U-322(8)
Willamette River (Center Street) Bridge
Willamina-Salem Highway
Request for Time Extension

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Attention: Mr. H. S. Coulter

Your letter of December 8 requests an extension of time on the project due to the delay of the supplying of the handrail.

The delay was created by misinterpretations of the specifications and field changes; therefore, we concur in your recommendation for an extension of time of 47 days for this project.

G. K. Hossner
for G. L. Green

RECEIVED
STATE HWY ENGR
DEC 17 '75
REFER TO
Coulter
FOR

RECEIVED
DEC 18 1975
Office of
Assistant State Highway Engineer

8013

**DATE** December 8, 1975

**TO** Glen L. Green, Division Administrator
Federal Highway Administration

**FROM** H. S. Coulter
Assistant State Highway Engineer

**SUBJECT** Request for Time Extension, Contract 8083
Willamette River (Center Street) Bridge
Willamina-Salem Highway
FAP No. U-322(8)

Ross Brothers Construction Company, contractor for this project, has requested an extension of time totaling 100 days. The contract specified completion within 300 calendar days. Contract time expired September 15, 1975, and actual completion was November 1, 1975, with 47 days of liquidated damages accrued at $150 a day.

The contractor's request is based principally on alleged delays to their supplier, Portland Wire and Iron Works, for which the State is allegedly responsible. This relates mostly to Bid Item 15, Pedestrian Handrail. Delay in the progress of the work was experienced because of the following:

1. A conflict existed between the project plans and the special provisions as to whether certain metal items should be painted or galvanized.

2. The paint formula shown in the special provisions and intended for use on "New Handrail, Parapet Rail, Steel Parapet and Guardrail" was in error.

3. Field verification of bolt spacing for pipe railing was not timely.

4. Revision of the paint system specified for rail members.

The net result was a delay in delivery of materials to the job site.

Rail installation was delayed during the periods July 20-August 24 and September 3-September 21, for a total of 45 days. There was little activity during this time awaiting delivery of handrail panels. In addition, several days could be granted for the performance of extra work (Extra Work Order 2 covering eight specific structural modifications and Extra Work Order 1, raising guardrail on west approach).

Your concurrence is requested in a 47-day extension which will delete all liquidated damages.

JA3:fr ia

bc F. B. Klaboe
E. S. Hunter
C. T. Keasey
C. O. Fredrickson
Robert Church
Richard Hacek

FORM 81-734-3030

**FILE: CON 5 #8083**

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
December 4, 1975

**FROM:** John A. Bond
Construction Administration Engineer

**TO:** H. S. Coulter
Assistant State Highway Engineer

**SUBJECT:** Willamette River (Center St.) Bridge
Willamina-Salem Highway
Contract No. 8083
Time Extension Request

Ross Brothers Construction Company, contractor for the subject project, has submitted a request for extension of time totaling 100 days. The contract specified completion within 300 calendar days. Contract time expired September 15, 1975 and actual completion was November 1, 1975 with 47 days liquidated damages accrued at $150 per day.

The contractor's request is based principally on alleged delays to their supplier, Portland Wire and Iron Works, for which the State is allegedly responsible. This relates mostly to bid item 15, Pedestrian Handrail. Delay in the progress of the work was experienced due to the following:

1. A conflict existed between the project plans and the special provisions as to whether certain metal items should be painted or galvanized.
2. The paint formula shown in the special provisions and intended for use on "New Handrail, Parapet Rail, Steel Parapet and Guardrail" was in error.
3. Field verification of bolt spacing for pipe railing was not timely.
4. Revision of the paint system specified for rail members.

The net result was a delay in delivery of materials to the job site.

Rail installation was delayed during the periods July 20 - August 24 and September 5 - September 21 for a total of 45 days. There was little activity during this time awaiting delivery of handrail panels. In addition, several days could be granted for the performance of extra work (EWO #2 covering 8 specific structural modifications and EWO 1, raising guardrail on west approach).

I, therefore, recommend that the specified calendar days be increased 47 days to delete all liquidated damages. This is a federal-aid urban project and FHWA approval is required. Rough draft letters to the contractor and FHWA are attached.

JAB:DL:fr
Att.
cc: Robert Church

RECEIVED
DEC 8 1975
Office of
Assistant State Highway Engineer

**OREGON STATE HIGHWAY COMMISSION**

# Engineers Recommendation Regarding Contractors Request

for

# Increase in Number of Workdays

to

# Complete Construction Contract

**Investigation** has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8083 Contractor Ross Bros. Const. Inc.

Highway Willamina - Salem

Section Willamette River (Center St. Salem) Bridge

Kind of Work Railings, Sidewalk and Illumination

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Recommend 47 days extension of contract time due to delays to their supplier, Portland Wire and Iron Works, on handrail materials, and extra work (E.W.O. 1, raising guardrail on west approach and E.W.O. 2 covering 8 specific structural modifications).

Recommended for Approval:

Gerald Wemer
Division Engineer

for
Construction Engineer ~~or Bridge Engineer~~

State Highway Engineer

| | |
|---|---|
| Contract No. | 8083 |
| Project designation (State-Federal) | U - 322 (8) |
| Date awarded | October 30, 1974 |
| Work started | Jan. 2, 1975 |
| Per cent completed | 90% Oct. 1, 1975 (Date) |
| No. of Workdays Allowed | 300 |
| No. of Workdays Used | 319 |
| No. of Added Workdays Requested | 100 |

SP*8206-734

[illegible] (Rev.)—[illegible]—9-64

OREGON STATE HIGHWAY COMMISSION

# Contractors Request
for
# Increase in Number of Workdays
to
# Complete Construction Contract

**Oregon State Highway Commission**
**Salem, Oregon 97310**

Date September 10, 1975

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 300 days to 400 days, within which to complete our Contract No. 8083, without the assessment of liquidated damages. The said contract is described as follows:

Willamette River (Center St.) Bridge; Willamina-Salem Hwy.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See attached letter.

Respectfully submitted,

Ross Bros. Construction Inc.
Contractor

By Terry Guisinger

---

## CONSENT OF SURETY

Date September 10, 1975

We, Safeco Insurance Company of America, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Frances Bradley
Attorney-in-fact

Leslie E. Davis
Resident Agent

(SEAL)

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION** FILE: 27-1079

INTER-OFFICE CORRESPONDENCE

October 14, 1975

Salem, Oregon

FROM: Gerald W. Wimer
REGION II CONSTRUCTION ENGINEER

TO: C. T. Keasey
CONSTRUCTION ENGINEER

SUBJECT: Time Extension Request
Center Street Bridge
Willamina-Salem Highway
Contract 8083

Attached is a formal request from Ross Bros. Construction Inc. requesting an additional 100 calendar days to complete the subject project. This would increase the authorized 300 calendar days to 400. Also accompanying their request is their engineer Terry Guisigner's September 10, 1975 letter and July 1, 1975 and July 25, 1975 letters from Michael C. McCormick , Scheduler, Portland Wire and Iron Works.

Resident Engineer Art Gottfried has made the attached very detailed September 30, 1975 analysis together with a supporting graph and letters documenting other aspects.

Mr. Gottfried justifies a 41 calendar day extension which should be adequate to eliminate all liquidated damages. The above signed at first questioned whether the various elements of time recommended by Mr. Gottfried were truly by the critical path an additive. However, on review, they did delay the project. In addition, and more easily to define, was the delay of Portland Wire and Iron Works to modify the pedestrian handrail that was removed from the structure. This handrail was shipped to them in December, March and April. They returned portions August 24, September 3 and the last 15 panels are still yet to be received about October 16. This delay should qualify for the special provision titled "Adjustment of Contract Time Due to Delay and Delivery of Materials." Therefore, the 41 days recommended by Mr. Gottfried is also recommended by this office. Based on the above, a case could be made for something greater than 44 calendar days.

GWW/dea
Attach.
cc: Art Gottfried

Routing
Keasey RECEIVED Richards
Bond Glenn
Jackmond OCT 16 1975 Berg
Harwood
Johnsen CONSTRUCTION
Walker SECTION

ROSS BROS. CONSTRUCTION, INC.

GENERAL CONTRACTOR
3501 BROOKLAKE ROAD N.
SALEM, OREGON 97303
393-5885

EQUAL EMPLOYMENT OPPORTUNITY EMPLOYER

September 10, 1975

Art Gottfried
Resident Engineer
P.O. Box 30
Salem, Oregon 97303

Willamette River (Center St.)
Willamina-Salem Hwy.
Contract No. 8083

Gentlemen:

We are herewith submitting form E-320 and requesting an extension of contract time on the subject project of 100 calendar days in which to complete our contract without the assessment of liquidated damages due to the following four reasons:

1. On July 29, 1975 you received a letter from Ross Bros. Construction Inc., along with a copy of a letter dated July 25, 1975, from Portland Wire & Iron, our material supplier. This letter from Portland Wire & Iron outlines delays incurred in supplying material for the subject project. It appears that most of the delays were caused by the Oregon State Highway Department, as evidenced by the enclosed letters from Portland Wire & Iron dated July 1, 1975 and July 25, 1975.

We recognize that the time delay requested by Portland Wire & Iron has some overlap, but each portion delayed had an effect on following portions of the project, therefore we are requesting an extension of time of 85 days for these delays caused to Portland Wire & Iron.

2. During the course of construction several extra work items occurred which were not apparent at the time of bidding and which were requested by the Oregon State Highway Department. These items were covered by Extra Work Order Number 2 as follows:

- a. Adjust the deck for the sidewalk at pony truss.
- b. Extra bracing and reinforcing for the 12" channel iron under the new sidewalk.
- c. $1\frac{1}{2}$"x$2\frac{1}{2}$"x3/16" angle iron to reinforce and align the bottom of the back skin plates on the metal parapet rail.
- d. Remove rivets not shown on the plans and furnish shim plates at light poles on the steel spans.
- e. Remount and run new conduit and wire to navigation light at the pony truss.
- f. Galvanized steel spacer blocks required to mount the pedestrian posts at span 11.
- g. Cut off three concrete sidewalk panels that were too long.
- h. Cut off back 12 gauge skin plate of steel GM rail at poured in place sidewalk.

These delays caused approximately 30 days delay to the project, therefore, we are requesting an extension of 30 calendar days for these delays beyond our control.

3. Adjusting existing guardrail on west approach to structure for elevation and connection to the end of the bridge. This item was covered by Extra Work Order Number 1 and required approximately 1 week to do, therefore we are requesting an extension of time of 7 days due to this guardrail adjustment, new posts, and bridge connection.

4. Additional traffic protection as requested by the Oregon State Highway Department. This additional traffic protection involved additional signs, relocation of signs and the covering and uncovering of temporary signs daily during the life of the project.

In conclusion we recognize that the above mentioned reasons have some overlap and that we have shown reason for more time extension than we have requested; for this reason we feel the 100 calendar days requested by this letter and form E-320 is justified and should be granted.

Very truly yours
Ross Bros. Construction Inc.

Terry Guisinger

Terry Guisinger
Engineer

Encl's.

**PORTLAND WIRE & IRON WORKS**
4644 SOUTHEAST SEVENTEENTH AVENUE • P.O. BOX 02175
PORTLAND, OREGON 97202 • PHONE (503) 234-9731

July 1, 1975

Mr. Terry Guisinger
Ross Bros. Construction
3501 Brooklake Road North
Salem, Oregon 97303

Re: Center Street Bridge
Our No. G-4926

Dear Terry:

In reply to your request, the following is an outline of the problems causing late delivery of steel to Center Street Bridge:

IPA 1-75 Conflict between design drawings and job specifications, resulting in confusion over what was galvanized and what was painted. Resolved through OSHD.
Delay: 2 weeks

IPB 2-75 After expediting fabrication of parapet posts and formed plates, they were sent to Savage for sandblasting and painting. Meanwhile, Mr. Larry Miller (OSHD Material Inspector) had visited Miller Paint Company and wrongly changed the color of paint ordered by Savage for this portion of the job. This resulted in remaking the paint. When it was ready for OSHD inspection, we were held up a week because the OSHD Inspector had gone on vacation.
Delay: 4 weeks

IPC 3-75 Dimensions for single pipe parapet rail were detailed using bolt placement on design drawings. As a portion of this rail had to be rolled on a spiral to match anchor bolts set in concrete, field verification of dimensions was required.
Delay: 3 weeks

IPD 3-75 Problems encountered with pedestrian railing as follows:

1. Paneling received was not what was shown in Ross Bros. yard prior to bid. What was received requires much more work.

2. Seventy (70) straight panels were found to be too short (or too badly mauled on ends) to fit designed post spacing.

3. Bottom pickets on painted panels were cut too short in field.

4. The OSHD changed from galvanized to painted only posts which resulted in having to paint the inside of posts.

At the end of April, a meeting between Ross Bros., OSHD, and PWIW was held to resolve the preceding problems and differences of opinion.
Delay: 8 weeks

TPE 4-75 In the above meeting, the State decided to return to galvanized pedestrian posts so they were shipped from the painters to the galvanizers. When returned to the painters, a week was lost in clarifying the type of pretreat to use on the galvanized posts. After receiving OSHD approval, Savage placed an order and their suppliers took two weeks to make the batch. Once made, the OSHD took ten days to inspect and approve.
Delay: 6 weeks

In stating the preceding time periods of delay, I have not included the cumulative effects of each problem. For example, the time we lost due to the change of paint color in February caused a "bottle neck" at the painters. Because of restricted storage space, the fabrication schedule had to be altered which affected all following items. The four week delay only represents the time it took to get that one problem solved. Another example is the problem with determining the pretreat formula to use in painting galvanized parts. This not only affected the pedestrian posts, but also the single tube parapet rail and some of the pedestrian paneling.

It should also be noted that abnormal delays caused in obtaining OSHD approvals have been excluded. An example of this is the galvanized pedestrian rail. After fabrication, the State would not pass the panels because they didn't know how we had welded the channels to the bottom pickets. They suggested we submit a written procedure for this particular operation. We complied with this suggestion, but the panels were again rejected because the procedure stated "cleaned welds thoroughly" without stating what we had used to do the cleaning. We again submitted the procedure, this time stating "cleaned welds thoroughly with a wire brush". This inspection problem has delayed painting for one week. Our latest procedure seems to be satisfactory, but the State has still not passed these panels nor can we determine why.

I hope this letter helps explain the causes in delayed shipment of materials for your job. Considering the situations under which we have had to operate, I believe we have given the best service possible.

Very truly yours,

PORTLAND WIRE & IRON WORKS

Michael C. McCormick

Michael C. McCormick
Scheduler

MCMcC:dmw

**PORTLAND WIRE & IRON WORKS**
4644 SOUTHEAST SEVENTEENTH AVENUE • P.O. BOX 02175
PORTLAND, OREGON 97202 • PHONE (503) 234-9731

July 25, 1975

Mr. Terry Guisinger
Ross Brothers Construction Co.
3501 Brookland Road North
Salem, Oregon 97303

Re: Center Street Bridge

Dear Terry:

In response to our phone conversation of July 2, 1975, I have attempted to put more accurate dates on the problems outlined in my letter of July 1, as follows:

1-75 Confusion between design drawings and job specifications arose approximately 12-27-74. The conflict between what was galvanized and what was painted was resolved by an OSHD letter dated 1-10-75. This resulted in returning the material from the jobsite to PWIW on 1-14-75. After correction, it was again shipped to the jobsite approximately 1-21-75.
Delay: 2 weeks

2-75 Approximately 2-17-75, it was discovered that the paint made by Miller Paint Company was the wrong color. On 2-20-75, it was estimated that a delay of one week would be caused by this error. Actually, it took about one week for OSHD to decide and communicate their color preference, plus two more weeks to manufacture the new paint. When the paint was ready (approximately 3-13-75) for OSHD approval, another week of delay was incurred as the OSHD inspector responsible for this type of approval was on vacation.
Delay: 4 weeks

3-75 On 2-10-75, we received approved drawings for the single pipe parapet rail. It was recognized that although the drawings were approved, field verification of the bolt placement was required prior to fabrication. The requested delivery date for this rail was 6-2-75. We estimated the time required to roll-form, fabricate, sandblast, galvanize and paint to be four weeks.

WHAT [illegible]

In March, we started asking for verification of bolt placement. The results of a random check of bolt placement were supplied as field verification approximately 5-26-75, one week prior to required ship date.
Delay: 3 weeks

(PP) 3-75 Approximately 3-3-75, we received the first load of painted pedestrian panels. Because these panels were in worse condition than we expected, we sought clarification as to the extent of "modification" required to meet our contract. A disagreement developed that carried into April. During this period, more panels arrived in the same condition.

Between [illegible]
P.W & I [illegible]

On 4-14-75, we learned that the pedestrian posts (which were to receive a seven-coat system in lieu of galvanizing) were to be painted inside the post as well as outside. At this point a meeting was called to include Ross Brothers, OSHD and PWIW to resolve the problems encountered. The meeting was held 4-29-75.
Delay: 8 weeks

[illegible] 4-75 In the meeting held 4-29-75, the State decided to return to the original specification of galvanized pedestrian posts. The posts were returned from the galvanizers to the painters approximately 5-29-75. At this time, OSHD questioned the type of pretreat to be used prior to painting. A week later the State made their decision and on 6-9-75 the pretreat was ordered. On 6-12-75, the first batch was ready for OSHD inspection. 5 [illegible] 6 [illegible]

On 6-23-75, it was inspected and 6-24-75, it was received at Savage Sandblast so that we were again ready to start painting.
Delay: 6 weeks

Although the total of the above delays equals 23 weeks, each delay deals with a problem encountered on a portion of the job. These portions have a degree of overlap, but as stated in my letter of July 1, 1975, each portion delayed had an effect on following portions of the job. The combination of this overlap and cumulative effect has delayed the job as a whole by a minimum of twelve weeks.

There is very little more I can add to the preceding explanation. I hope this will answer the questions you had on specific dates.

Very truly yours,

PORTLAND WIRE & IRON WORKS

Michael C. McCormick
Scheduler

MCMCM:dmw
G-[illegible]

78.19%

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
September 30, 1975

500 C

FILE: 27-1079

FROM: Art Gottfried
Art Gottfried, Resident Engr.

TO: C. O. Fredrickson
Regional Engineer

SUBJECT: Willamette R. (Center St.) Br.
Willamina-Salem Hwy.
Polk & Marion Counties
Contract 8083

Attached for your consideration is the contractor's request for time extension on the subject project, including pertinent correspondence.

Ross Bros. Construction Co., the contractor, is requesting 100 calendar days time extension, based primarily on alleged delays to their supplier, Portland Wire & Iron Works, caused by the State. Ross Bros.' transmittal letter and PW&IW letters of July 1 and July 25, 1975, (attached), summarize the alleged delays. My comments and recommendations, referenced to these letters, are as follows:

FA - Conflicting notations on project plans and in the Special Provisions re painting/galvanizing various metal items did result in some delay. A letter clarifying the intent of the specifications was issued by Phil Oakley of Bridge Design Jan. 10, 1975, and I sent a corresponding letter to Ross Bros. the same day. PW&IW claim 2 weeks delay because of this conflict. However, 1"ϕ x 14" anchor bolts were fabricated and sent to the jobsite without approved shop drawings, so the one week delay incurred in shipment to and from the jobsite shouldn't be the State's responsibility. I recommend 7 days extension. (See letters L. Miller, Jan. 6, 1975; P. Oakley, Jan. 10, 1975; A. Gottfried, Jan. 10, 1975)

FB - The alleged change in paint color apparently did not occur as such. Savage Sandblast was evidently preparing to paint new parapet metal with green paint as supplied by Miller Paint. On p. 10 of the project Special Provisions, Formula 310-74 (gray) is specified for painting "New Handrail Parapet Rail, Steel Parapet and Guardrail," so the suppliers were uninformed as to the desired color. However, gray paint shouldn't have been specified for the new pedestrian rail, as modified Formula 310-74 (green) was the desired color. Preparation, transmittal and subsequent approval of color chips to match existing paint color required one week. I recommend 7 days extension.

FC - Shop drawings for pedestrian rail and traffic rail layout were prepared by PW&IW Jan. 20, 1975, and received by Bridge Design Jan. 28. Field layout and revised bolt spacing was determined at this time, and the drawings were approved with revised dimensions noted thereon Jan. 31. PW&IW revised their shop drawings accordingly Feb. 13.

FC - (continued) Field layout of pipe rail anchor bolts for rail construction was done in strict accordance with revised dimensions furnished to PW&IW for their shop drawings, so further field verification was unnecessary. I do not feel that any additional time is warranted in this case.

FD - Problems with pedestrian railing numbered 1, 2, and 3 were due to cutting and/or handling by Ross Bros. and are not the responsibility of OSHD. As for No. 4, the conflicting notes on the plans caused confusion as stated in FA above. PW&IW shop drawing D4926-2, Nov. 26, 1974, indicates that their original intention was to paint new pedestrian rail posts with the 7-coat system per Sect. 514.34 of the Special Provisions. Sect. 513.33(b), however, indicates that these posts should be galvanized, as does Dwg. 30041 of the plans. Mr. Oakley's letter clarifying the painting/galvanizing requirements states that, since the posts were to be used with painted rail, they should also be painted, thus corresponding with PW&IW's original intentions. The change to painting the posts was therefore not in conflict with PW&IW's planned procedures until the question of painting the inside arose. On April 17, Ed Rief called this office and asked if the inside of pedestrian rail posts should be painted (see E. Rief letter, 4/17/75). I felt, after consulting with Tom Bricher of Bridge Design, that the posts should be painted inside since they aren't sealed, and that we were covered by Sect. 514.36, "Inaccessible Surfaces."

In a letter dated April 25, 1975 to Ross Bros., PW&IW claimed that painting inside the posts was a new requirement and that $335 for a special sandblasting tool plus $54 per post additional charges would be made. At this point the meeting held April 29 was arranged between PW&IW, Ross Bros. and OSHD to resolve this and other problems related to pedestrian railing and structural steel (see Memo to File). At this meeting we agreed to change back to the original plan and galvanize the posts and paint the exterior with a two-coat system. I would recommend 13 days extension for the period spent in resolving this conflict, April 17-29.

FE - On May 29, 1975, Larry Miller, OSHD, asked what type primer was to be used on galvanized posts. The same day PW&IW sent a letter detailing their proposed paint system to Ed Rief. Mr. Rief received the proposal June 2 and forwarded it to Walt Hart for approval. Mr. Hart's letter of approval was written June 4 and Mr. Rief notified PW&IW of the approval by phone at 11 a.m. that day. Re inspection of the primer, Larry Miller stated that 24 gal. of Formula 22-74 primer was sampled May 15, 1975 and stamped with Lab #75-7358 on May 23 at Miller Paint Co., 6 days prior to PW&IW's request for approval. I recommend 7 days extension for the period May 29-June 4, as the delay for approval of the new paint system was a consequence of the overall painting/galvanizing problem.

For the extra work covered by EWO #2 (see P2, Ross Bros. transmittal letter), we have written daily force account reports for 143 man hours involved in accomplishing this work. Considering that an average 3 man crew was used on the project and that a number of hours were expended painting in Ross Bros. shop concurrently with other work, I recommend 5 days extension for this work. For raising the guardrail on the west approach, an additional 2 days would be sufficient for the work involved.

My recommendations, as stated above, total 41 calendar days of contract time extension. This should be more than enough to complete the project without penalty.

JKV

Attachments

Form 81-734-3106

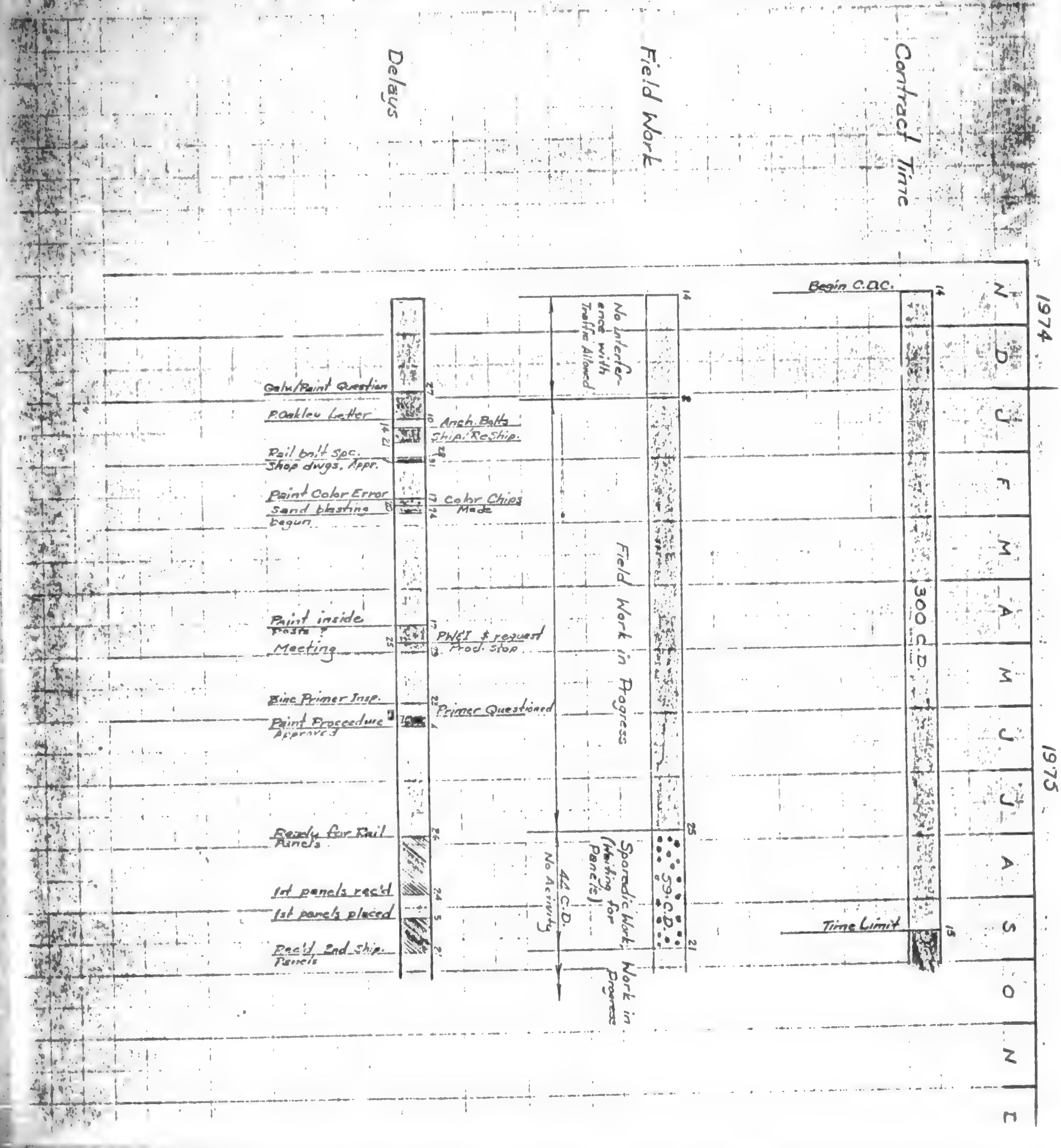
Job No. 8083

Sheet 1 of 1 Sheets

OREGON STATE HIGHWAY DIVISION

Calculations for Willamette R. (Center St.) Bridge Time Extension Request

Made by jkW 9, 1975 Checked by ........, 19...... Backchecked by ........, 19......



8083 75

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

|  |  |  |
|---|---|---|
| SECTION<br>Willamette River (Center St.) Bridge | | WEEK ENDING: November 8, 1975<br>SECTION PREFIX 27-1079 |
| HIGHWAY Willamina-Salem | | COUNTY Polk & Marion |
| NAME OF JOB Willamette River (Center St.) Bridge | KIND OF WORK Railing, Sidewalk & Illumination | |
| CONTRACTOR Ross Bros. Construction Inc. | CONTRACT NUMBER 8083 | FEDERAL AID PROJECT NUMBER U-322(8) |
| DATE OF CONTRACT October 30, 1974 | DATE WORK STARTED January 2, 1975 | ESTIMATED COMPLETION DATE Nov. 1, 1975 |
| AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0 | SPECIFIED WORK DAYS | WORK DAYS USED |
| | SPECIFIED CALENDAR DAYS 300 | CALENDAR DAYS USED 347 |
| PROJECT AUTHORIZATION: $ 724,447.80 | SPECIFIED COMPLETION DATE | PERCENT OF TIME ELAPSED 116 |
| EXCLUSIVE OF ENGINEERING: $ 667,002.60 | ENGINEERING AUTHORIZATION $ 57,445.20 | PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100 |
| ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 624,027.81 | ENGINEERING COST TO DATE $ 57,555.00 | PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 94 |
| ESTIMATED PERCENT: XXXXX UNDERRUN 6 % | PERCENT OF AUTHORIZATION 100 % | DATE PROJECT WAS COMPLETED: November 1, 1975 |

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD |  |  |
|---|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |  |

|  | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT |  |  |  |  |  |
| MILES PARTIALLY COMPLETED |  |  |  |  |  |
| MILES COMPLETED |  |  |  |  |  |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) |  |  |  |  |  |
| TOTAL QUANTITIES CORRECTED TO DATE |  |  |  |  |  |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE |  |  |  |  |  |
| AVERAGE DAILY QUANTITIES |  |  |  |  |  |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME |  |  |  |  |  |
| NUMBER OF SHIFTS PER DAY |  |  |  |  |  |
| HOURS PER SHIFT |  |  |  |  |  |

EQUIPMENT USED DURING THE WEEK:

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

|  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | 123-H |  |  |  |  |  |  |  |
| PERCENT | 100 |  |  |  |  |  |  |  |

|  | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY |  |  |  |  |
| MONDAY |  |  |  |  |
| TUESDAY |  |  |  |  |
| WEDNESDAY |  |  |  |  |
| THURSDAY |  |  |  |  |
| FRIDAY |  |  |  |  |
| SATURDAY |  |  |  |  |

Routing
Keasey K
Bond
Jackmond
Harwood
Johnsen
Walker
RECEIVED
NOV 12 1975
CONSTRUCTION SECTION
Richards
Glenn
Berg

BEN GIFFORD

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY | |
| MONDAY | |
| TUESDAY | |
| WEDNESDAY | |
| THURSDAY | |
| FRIDAY | |
| SATURDAY | |

## REMARKS

**Status of Work:**

Project complete. Semi-final report to be submitted on about Nov. 21.

SIGNED J. K. Valentine for Art Gottfried LOCATION Salem

8083

J

# STATE COPY

Form Approved; O.M.B. No. 04-R2069

| | | |
|---|---|---|
| *TO BE COMPLETED BY FHWA*<br>MONTHLY TRANSACTION NO.<br>12-1 | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>**FEDERAL-AID PROJECT AGREEMENT**<br>11-26-74 | STATE<br>Oregon<br>COUNTY<br>Polk & Marion<br>PROJECT NO.<br>U-322(8) |

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 22 Center St. Br. in Salem (Willamette R.)

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | ▨ |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | ▨ |
| CONSTRUCTION | 10-2-74 | 0.319 |
| OTHER *(Specify)* | | |

FUNDS Pro-rata 78.19%

| | |
|---|---|
| ESTIMATED TOTAL COST OF PROJECT<br>$ 702,108.00 | FEDERAL FUNDS<br>$ 548,978.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Assistant State Highway Engineer
*(Title)*

By ____________________
*(Title)*

By ____________________
*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By W. J. Smith
*(Division Engineer)*
for G. L. Green

Date executed by Division Engineer November 26, 1974

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

## AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division

Federal-aid Project
No. U-322(8) Safety

## WILLAMETTE RIVER (CENTER ST.) BRIDGE

## WILLAMINA-SALEM HIGHWAY IN POLK & MARION COUNTIES

Salem, Oregon, November 13, 1974

Project Agreement Estimate

Type Code X932
Center St. Bridge (Br. #123H)(Sta. 39+91.27 to Sta. 56+24.74)

| | | | |
|---|---|---|---|
| Mobilization | All Required | | $ 55,000.00 |
| Temporary Protection and Direction of Traffic | All Required | | 20,000.00 |
| Temporary Signs | 430 sq.ft. | 6.00 | 2,580.00 |
| Temporary Barricade | 3 only | 350.00 | 1,050.00 |
| Sequential Arrow Sign | 1 only | 3,500.00 | 3,500.00 |
| Temporary Barrier on Structure | 900 lin.ft. | 25.00 | 22,500.00 |
| Flagmen | 700 hours | 13.00 | 9,100.00 |
| Remove Asphalt Concrete Traffic Markers | All Required | | 1,000.00 |
| Alteration to Existing Structure | All Required | | 90,000.00 |
| Structural Concrete, Class 3,300-3/4 (130 cu.yds.) | All Required | | 39,000.00 |
| Structural Concrete, Class 4,000-3/4 (42 cu.yds.) | All Required | | 15,000.00 |
| Reinforcement (29,000 lbs.) | All Required | | 12,500.00 |
| Structural Steel (179,300 lbs.) | All Required | | 200,000.00 |
| Metal Parapet Railing, Single Pipe | 2,950 lin.ft. | 12.00 | 35,400.00 |
| Pedestrian Handrail | 1,576 lin.ft. | 25.00 | 39,400.00 |
| Removal of Existing Illumination | All Required | | 3,500.00 |
| Roadway Lighting Poles and Bracket Arms | All Required | | 8,500.00 |
| Luminaires and Ballasts | All Required | | 2,750.00 |
| Switching, Conduit, Wiring, Lamps, Etc. | All Required | | 55,000.00 |
| | | | $615,780.00 |

Anticipated Items

| | | |
|---|---|---|
| Adjust Existing Guardrail | All Required | $ 500.00 |
| Adjust Existing Deck for Cast-in-Place Sidewalk | All Required | 2,000.00 |
| Additional Lighting for Roadway through Work Area | All Required | 20,000.00 |
| | | $ 22,500.00 |
| | Subtotal | $638,280.00 |
| | Engineering | 63,828.00 |
| | Total | $702,108.00 |

Length of Project - - - 0.319 Mile

| | |
|---|---|
| Federal Funds - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - | $548,978.00 |
| State Funds - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - | 153,130.00 |
| Total | $702,108.00 |

Group 1 - 100%

Contract No. 8083

Prefix: 27-1079

Marion Co.-50%
Polk Co.-50%

8083

October 31, 1974

Ross Bros. Construction, Inc.
3501 Brooklake Road N.E.
Salem, OR 97303

Gentlemen:

The Oregon Transportation Commission on October 29, 1974, accepted your proposal for work on the Willamette River (Center St.) Bridge Section of the Willamina-Salem Highway in Polk and Marion Counties for the sum of $615,780. The Commission referred your bid to the Administrator of Highways with authority to award the contract as soon as approval of the Federal Highway Administration is received.

Approval has been received and the Administrator of Highways on October 30, 1974, awarded you the project, which has been assigned Contract No. 8083.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

C. W. Mead
COMMISSION SERVICES

js

bc Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle & Portland
C. T. Kassey
Vince Gallagher
Walt Hart
C. O. Fredrickson
Art Gottfried
Wm. Geibel (SAIF)

8083

**OREGON STATE**
**HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE October 25, 1974

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Footpaths and Bicycle Trails
October 24 Bid Letting

Bids were taken October 24 on the following 15 projects. This is an informational report to document the Highway Division's actions taken with regard to establishing footpaths and bicycle trails on those projects, as set forth in Oregon Laws 1971, Chapter 366.

1. Lebanon Road Interchange-Halsey Interchange
Pacific Highway, Linn County
Pave, Structures and Guardrail Project

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, Subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

2. Fremont Bridge
Stadium Freeway, Multnomah County
Safety Railings, Ladders and Grab Bars Project

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Willamette River (Center Street) Bridge
Willamina-Salem Highway, Polk and Marion Counties
Guardrail, Sidewalk and Illumination Project

   Bicycle/pedestrian sidewalks will be

provided throughout the length of the project on a replacement-in-kind basis.

4. Wolf Creek Section
Sunset Highway, Tillamook, Columbia and Washington Counties
Grade and Pave Project

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, Subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

5. Goat Ranch (MP 14.5 to 14.9)
Powers Highway, Coos County
Grade and Pave Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved. (ER project to correct slide and high water damage.)

6. Pudding River Bridge
FAS 117, Arndt Road, Clackamas County
Pave and Riprap Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved. (ER project to correct slide or high water damage.)

7. MP 34.5 Slide
Nehalem Highway, Clatsop County
Grading Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved. (ER project to correct slide or high water damage.)

8. Rock Creek
FAS 442 and 446, Gilliam County
Intermittent Grading and Drainage Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved. (ER project to correct slide or high water damage.)

9. Rogue Valley Boulevard at Medco Access (Medford)
Rogue Valley Highway, Jackson County
Signals Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

10. Redwood Highway at Redwood Avenue (Grants Pass)
Redwood Highway, Josephine County
Signals Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

11. MP 1.27 Slide
FAS [illegible], Columbia County
Grade and Pave Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved. (ER project to correct slide or high water damage.)

12. Shore Acres State Park
Coos County
Observation Building Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

13. Hendricks Bridge State Wayside
Lane County
Toilet Building

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

14. Cow Canyon Safety Rest Area
The Dalles-California Highway, Wasco County
Grade, Pave, Building and Utilities Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

15. The Cove Palisades State Park
Jefferson County
Marina Building Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

16. The Dalles Bridge
Wasco County
Repainting Steel Structure Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

bc C. W. Head
George M. Baldwin
A. E. Johnson
R. L. Schroeder
E. S. Hunter
L. E. George
Gary Sund
Jack Graham
Victor D. Wolfe

JWM:mc ja

8083

October 23, 1974

City of Salem
City Hall
Salem, OR 97301

Attention: Betty J. Marsh
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 5725

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering installation of luminaires on the Center Street Bridge of the Willamina-Salem Highway.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

ser
Att.

cc H. S. Cox
(conf. agree. att.)

8083 10-23-74

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: U-322(8)

STATE PROJECT NO.: WILLAMETTE RIVER BRIDGE

COUNTY NAME: MARION

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

PROGRAM NO.:

ITEM NO.: U-172

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

TO:
MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

VED
Y ENG
OCT 24 '74
REFER TO
Hunter
FOR

| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER<br>STATE ROUTE NUMBER |
|---|---|---|
| OCTOBER 2, 1974 | OCTOBER 2, 1974 | PRIMARY ROUTE 47<br>PRIMARY ROUTE 30 |

NOTED
E. S. HUNTER

GENERAL LOCATION:
CENTER STREET - SALEM SECTION

GENERAL DESCRIPTION OF WORK:
REMOVE EXISTING RAILING AND SIDEWALK ON PORTION OF BRIDGE AND CONSTRUCT NEW. INSTALL ILLUMINATION.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify)

| | |
|---|---|
| ADJUST EXISTING GUARDRAIL | $500 |
| ADJUST EXISTING DECK FOR CAST-IN-PLACE SIDEWALK | 2,000 |
| ADDITIONAL LIGHTING | 20,000 |

☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH THOSE ITEMS LISTED ABOVE AS SHOWN IN YOUR ESTIMATE.

MR. RULIEN'S SEPTEMBER 30, 1974 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

10-28-74
ORIGINAL TO
L. W. Rulien
w/att.

RECEIVED
OCT 25 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 10-23-74 | | DIVISION ENGINEER |

8083

**OREGON STATE**
**HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

File: COM 21

DATE September 20, 1974

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Financial Approval
Willamette River (Center St.) Bridge Section
Willamina--Salem Hwy.
Polk and Marion Counties

The design is being completed for installation of guardrails and replacement and modification of sidewalks on the Willamette River (Center St.) Bridge in Salem.

The work includes installation of steel GM barriers on each side of the roadway throughout the steel main spans; installation of concrete GM rails on each side of the roadway on the west approach spans; modification of the sidewalk width on the west approach by relocating the pedestrian rail; removal and replacement of the deteriorated sidewalk and pedestrain rail on the steel main spans; and revision of the roadway illumination system throughout. Revision of the sidewalk will provide for a bike path across the structure.

Estimated cost of construction is $850,000. I recommend this project to be financed from Federal-aid funds, and request your authority to proceed with the work in anticipation of an October 1974 bid letting.

This matter will be on the agenda for your consideratio[illegible] the September 25 meeting.

C. W. Head
bc: G. M. Baldwin
A. E. Johnson
E. S. Hunter
R. W. Rulien
J. H. Versteeg
V. E. Skoog
C. O. Fredrickson
Gary Sund
Bob Whipps

RWE:ag dpy

8083

9-17-74

Budget Bureau No. 41-R2068;
U.S.

FORM PR-9
(REV. 4-61)

# REQUEST FOR APPROVAL
# OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER (18) (20) | PROJECT LOCATION (45 typewriter spaces) 21<br>SR 22, Center St. Br. in Salem<br>(Willamette R.) 65 | ADT | 37,000 | FUTURE<br>84,500 (66) (70) | YEAR<br>94 (71) (72) | REGION<br>10 (74) (75) | STATE NAME<br>Oregon |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CARD 3 | CHARACTER OF PROPOSED WORK (35 spaces) 28<br>Replace Br. Rails (1 Br.),<br>illum. 62 | NATL. FOREST (63) (65) | FOR MISCELLANEOUS FUNDS ONLY<br>FH ROUTE NO (66) (68) | SUPV AGCY 69 | DA CLASSIF. 70 | DA AREA 71 | EMERG. YR. 72 73 | PL AUTH YR 74 75 | PROJECT NUMBER<br>PREFIX LETTER(S) 14<br>U- 23 | NUMBER-AGR.<br>7<br>322(8) |

| | | | | | |
|---|---|---|---|---|---|
| CARD 4 | CLASS OF FEDERAL FUNDS [1]<br>Urban | | COUNTY NAME<br>Marion and Polk | | |
| | NAME OF URBAN AREA 17-31<br>Salem | F.A. SYSTEM<br>Primary | RTE NO.<br>P | FEDERAL AID<br>47 | STATE (32)<br>30 |

| CARD 5 | LINE NO. | CHNG CODE | PROJECT COUNT | WORK CL. | WORK TYPE | STEP | STATUS | ITEM NUMBER | PROJECT NUMBER | TERMINI | MILES | PROJECT COST TOTAL COST | PROJECT COST FEDERAL FUNDS | PROJECT COST STATE FUNDS | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (11) (15) | 16 | 41 | 42 | 43 - 46 | 53 | | | | | (54) (58) | (59) (66) | (67) (76) | | |
| 5 | | | | | PE<br>ROW<br>CONST<br>Safety | | ITEM AS NOW PROGRAMED<br>Stage 2 | 172 | U-322(8) | SR 22 Center St. Bridge over the Willamette Riv. in Salem.<br>"Willamette Riv. (Center St., Salem) Br. Sec." | 0.414 | 397,000 | 310,000 | 87,000 | Replac<br>with s<br>sidewa<br>GM rai<br>HC 24' |
| | | | | | | | | | | PROJECT TOTAL | 0.414 | 397,000 | 310,000 | 87,000 | |
| 5 | | | | | PE<br>ROW<br>CONST<br>Safety | | REQUESTED REVISION<br>Stage 2 | 172 | U-322(8) | -SAME- | 0.414 | (16) 500,000 (23) | (24) 390,900 (33) | 109,100 | Replac<br>with s<br>sidewa<br>GM rai<br>HC 24'<br>Illumi |
| | | | | | | | | | | PROJECT TOTAL | 0.414 | 500,000 | 390,900 | 109,100 | |

| | | |
|---|---|---|
| CARD 1 | A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐ | PROJECT WITHDRAWN YES ☐ |
| 1 | COLUMN 14 → CODE 11 | CODE 2 |

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

REASON FOR CHANGE: To include in the "Character of Proposed Work" illumination "Project Cost" to conform with the latest proposed work and estimate.

| | PROGRAM REVISION REQUESTED | RECOMMENDED | APP |
|---|---|---|---|
| DATE OF INITIAL APPROVAL:<br>April 1, 1974 | DATE<br>September 17, 1974 | DATE | DATE |
| OTHER: | SIGNATURE | SIGNATURE | SIGNATURE |
| | Project Management Engineer | TITLE | TITLE |

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

FORM PR-9
(REV. 6-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

# REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
## (PPM 21-1 AND 22-1)

| ROJECT LOCATION (45 typewriter spaces) | ADT | | FUTURE | YEAR | REGION | STATE NAME | STATE CODE | APPN. CODE | ITEM NO. |
|---|---|---|---|---|---|---|---|---|---|
| SR 22, Center St. Br. in Salem (Willamette R.) | | 37,000 | 84,500 | 94 | 10 | Oregon | 41 | 032 | 172 |

| ED WORK (35 spaces) | NATL. FOREST | FH ROUTE NO | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL AUTH YR | PREFIX LETTER(S) | NUMBER-AGR. NO. | POST MI. | DESIG. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ils (1 Br.), illum. | | | | | | | | U- | 322(8) | | |

FOR MISCELLANEOUS FUNDS ONLY — PROJECT NUMBER — I PROJECTS ONLY

Urban

COUNTY NAME Marion and Polk 053 CODE 047

Salem

F.A. SYSTEM Primary

RTE NO. P FEDERAL AID 47 STATE 30 U.S. --

| | STEP | STATUS | ITEM NUMBER | PROJECT NUMBER | TERMINI | MILES | PROJECT COST: TOTAL COST | PROJECT COST: FEDERAL FUNDS | PROJECT COST: STATE FUNDS | CHARACTER OF PROPOSED WORK |
|---|---|---|---|---|---|---|---|---|---|---|
| NST ety | | ITEM AS NOW PROGRAMED Stage 2 | 172 | U-322(8) | SR 22 Center St. Bridge over the Willamette Riv. in Salem. "Willamette Riv. (Center St., Salem) Br. Sec." | 0.414 | 397,000 | 310,000 | 87,000 | Replace extg. bridge rail with steel GM rail, adj. sidewalks to accommodate GM rail. (Str. L. 2184', HC 24', VC 15'-11"). |
| | | | | | PROJECT TOTAL | 0.414 | 397,000 | 310,000 | 87,000 | |
| NST ety | | REQUESTED REVISION Stage 2 | 172 | U-322(8) | -SAME- | 0.414 | 500,000 | 390,900 | 109,100 | Replace extg. bridge rail with steel GM rail, adj. sidewalks to accommodate GM rail. (Str. L. 2184', HC 24', VC 15'-11"). Illumination. |
| | | | | | PROJECT TOTAL | 0.414 | 500,000 | 390,900 | 109,100 | |

been submitted Yes ☐ CODE 11

PROJECT WITHDRAWN YES ☐ CODE 2

two or more projects. Prepare a form PR-1 for all from such action.

REASON FOR CHANGE: To include in the "Character of Proposed Work" illumination and to increase the "Project Cost" to conform with the latest proposed work and estimate.

| PROGRAM REVISION REQUESTED | RECOMMENDED | APPROVED |
|---|---|---|
| DATE September 17, 1974 | DATE | DATE |
| SIGNATURE | SIGNATURE | SIGNATURE |
| Project Management Engineer | TITLE | TITLE |

h one class of project to another, or covers joint financing, show both classes of funds involved.

M ARE OBSOLETE AFTER 7-1-61

USCOMM-DC 48980-P61

8083

1859

**OREGON STATE HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 16, 1974

Mr. Glen L. Green
Division Engineer
Federal Highway Administration

Dear Mr. Green:

Center Street Bridge, Bridge 123H
Willamette R. (Center St., Salem) Bridge Sec.
Willamina-Salem Highway
Polk and Marion Counties

Enclosed are two advanced copies of the lighting revision on the Center Street Bridge (Salem). The lighting standards are now all mounted behind the new traffic rail on the south side of the bridge. This design will facilitate construction of the rails and walks.

Design values are 0.8 fc average on the west approaches to a level of 1.4 fc average on the roadway as you approach downtown Salem. Uniformity ratio is being maintained at 3:1 average to minimum.

If any corrections or omissions are necessary, please contact Gordon Ballard of the Bridge Section.

The estimate for this illumination work (Phase I) is $94,000.

Very truly yours,
ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Bridge Engineer

GJB:dh
Enclosure

cc E. S. Hunter
V. E. Skoog
L. W. Rulien
C. O. Fredrickson

RECEIVED
SEP 16 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8083

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

August 20, 1974

FILE:

ORIGINAL SIGNED
R.W. ELLISON

**FROM:** R. W. Ellison
Bridge Administration Engineer

**TO:** Mr. C. O. Fredrickson
Regional Engineer

**SUBJECT:**
Willamette River Bridge
(Center Street)
Bridge 123
Remodeling and Maintenance

Attached is a copy of the Coast Guard's approval to perform routine maintenance, guard rail, and sidewalk remodeling work on the above structure as described in our request letter dated August 8, 1974.

This approval includes certain encroachments to navigational clearances as indicated on the attached drawing. Note that navigational lights are required during the period the falsework is in place. Also note that according to our letter of request, the contractor will require an additional permit from the Coast Guard for any floating equipment he might use in the river.

Please advise this office prior to commencement of any work in order that we might, in turn, notify the Coast Guard.

The usual monthly sketches showing existing and proposed impairments to navigation clearances will be required.

RWE:dh
Attachments

cc A. E. Johnson
H. S. Coulter /w/ attach.
D. H. Moehring /w/ attach.

RECEIVED
AUG 20 1974
Office of
Assistant State Highway Engineer

8083

**DEPARTMENT OF TRANSPORTATION**
**UNITED STATES COAST GUARD**

ADDRESS REPLY TO:
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
618 SECOND AVE.
SEATTLE, WASH. 98104

3271
Serial 461

16 AUG 1974

Oregon State Highway Division
Attention: Mr. E. S. Hunter
Assistant State
Highway Engineer
Highway Building
Salem, Oregon 97310

NOTED
E. S. HUNTER
cc Hart
8-20-74

Gentlemen:

Your letter of 8 August 1974, concerning repairs to the Center Street bridge over the Willamette River in Salem, Oregon, has been received. The falsework (scaffolding) you propose for the work, as shown on the drawing you submitted and described in the request, is approved as submitted. The routine maintenance and guardrail and sidewalk remodeling work you describe does not require specific approval.

During the period the falsework is in place, a series of fixed red lights should be displayed from the lowest part thereof. The lights to be spaced approximately 40 feet apart and positioned for best visibility to the mariners. The regular approved navigation lights shall be operated in the normal manner when the falsework is in place.

Please advise this office sufficiently in advance of falsework installation and removal so that appropriate Notice to Mariners can be circulated.

Sincerely,

RVHackney

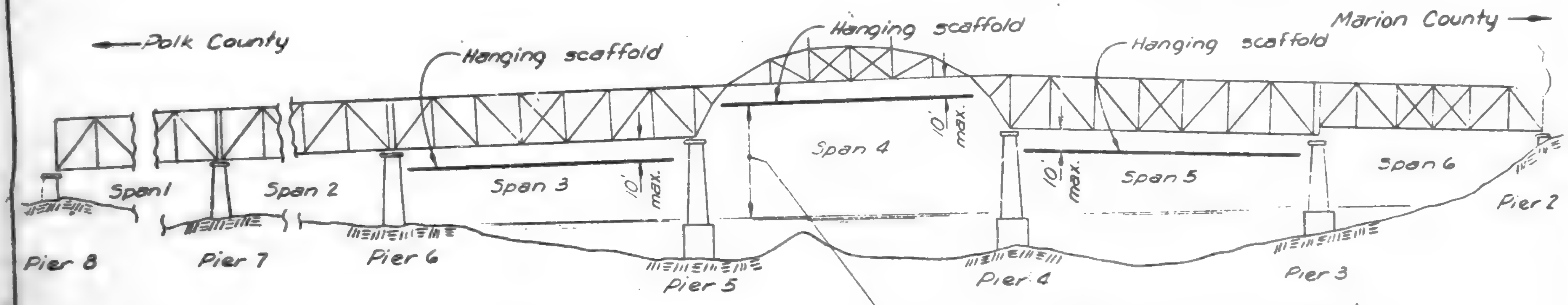
R. V. HACKNEY
Captain, U. S. Coast Guard
Chief, Aids to Navigation Branch
By direction of the District Commander

Encl:
(1) Falsework approval

RECEIVED
AUG 19 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTE:
Work on main span (Span 4) to be confined to half of span at a time leaving other half unrestricted for navigation.

Hanging scaffold limited to a maximum of 10' below bottom of truss.



Impaired clearance during construction:
(Limited to half of Span 4 at a time.
Vert.
L.W. 58'
H.W. 23'
Horiz.
None

TRUSS ELEVATION

Plans approved as shown.
Date 15 August 1974

R. V. HACKNEY, CAPT, USCG
By direction

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

CENTER STREET BRIDGE
SIDEWALK & RAIL REPAIR
MARION - POLK CO. SALEM, OREGON
IMPAIRED NAVIGATION CLEARANCE

APPROVED:
BRIDGE ENGINEER
DATE 8-6-74 BRIDGE NO. 123 H
DESIGNED
DRAWN MCY DRAWING NO. 5-633

8083

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

# *Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 15, 1974

In reply refer to: 1041DB.2

SUBJECT: Oregon Project U-322(8)
Center Street Bridge #123H
Illumination Proposal (Phase 2)

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The preliminary proposal for illuminating the east approach and ramps for the subject project is approved.

NOTED
E. S. HUNTER

G.K. Hosmer
for G. L. Green

8-21-74
Copies Hart
Fredrickson

NOTED
A. E. JOHNSON

RECEIVED
AUG 20 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
AUG 19 '74
REFER TO
Hunter
FOR

| Info | [illegible] | [illegible] | D.R. | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  | ✓ |  |

8083

August 8, 1974

Commander (oan)
13th Coast Guard District
618 Second Avenue
Seattle, WA 98104

Dear Sir:

Willamette River Bridge at
Center Street, Salem, Oregon
Bridge 123
Remodeling and Maintenance

The Oregon State Highway Division plans to let a contract for remodeling of the guardrail and sidewalk on the bridge across the Willamette River at Center Street in Salem on October 24, 1974. The work will be performed on the west approach spans and the main spans. This work will not change the type of structure or the permanent clearances provided for navigation. No remodeling work will be done on the east approach spans at this time.

The use of scaffolding hanging below the trusses will be required to accomplish this work. As shown on the attached drawing, this scaffolding will be limited to a maximum of ten feet below the bottom of the trusses. In the main span it will be further limited to use on half of the span at a time, which will allow navigational interests the use of one-half of the main span without vertical restriction at all times. It is anticipated that the work in the adjacent spans will proceed concurrently with work in the main span. It is estimated that the duration of this encroachment will be approximately nine months.

The contractor will be notified that a permit will be required for any equipment he has in the river.

This preliminary information is to advise you of our proposed project. It is intended that specific information regarding the actual time of performing the work will be forwarded to you after award of the contract.

Your approval to perform this routine maintenance and remodeling work is hereby requested. Please advise if more information or an additional application is required.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Attachment

bc: F. B. Klaboe
A. E. Johnson
H. S. Coulter
W. J. Hart
D. H. Moehring
C. O. Fredrickson

RWE:dh kmb

8083

Form FHWA 121 (Rev. 5-73)

**UNITED STATES GOVERNMENT**

*Memorandum*

**DEPARTMENT OF TRANSPORTATION**
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: July 11, 1974

In reply refer to: 10-41-B2

SUBJECT: Oregon Project U-322(-)
Center Street Bridge
Illumination Proposal

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attn: Mr. Walter J. Hart, Bridge Engineer

NOTED
E. S. HUNTER
a Quelin
Hart
Versteeg
7-17-74

We have reviewed your proposal for illumination on the subject project and find it satisfactory for incorporation into the project.

for G. K. Hossner
G. L. Green

RECEIVED
STATE HWY ENGR
JUL 15 '74
REFER TO Hunter
FOR

| Info | Inves | R/D | D/R | Sign | [illegible] | File |
|---|---|---|---|---|---|---|
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JUL 17 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Form FHWA 121 (Rev. 5-73)
8083

UNITED STATES GOVERNMENT
*Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 31, 1974

In reply refer to: 10-41.71

SUBJECT: Oregon Project U-322(8)
Center Street Bridge - #123H
Bridge Rail Replacement

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. Walt Hart, Bridge Engineer

The proposed revisions to the Center Street Bridge rail as modified by Mr. Hart's May 28 letter are approved.

R. Pillsbury
for G. L. Green

6-3-74
Copy Hart
Rulien

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
JUN 3 '74
REFER TO
Hart
FOR
Info | Revs | C/D | D/R | Sign | Act | File

RECEIVED
JUN 3 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

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**OREGON STATE**
**HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

May 28, 1974

NOTED
E. S. HUNTER

Mr. Glen Green
Division Engineer
Federal Highway Administration
Salem, Oregon

Dear Mr. Green:

Center Street Bridge, Bridge No. 123H
Willamette R. (Center St., Salem) Bridge Sec.
Willamina-Salem Highway
Polk and Marion Counties

The following is in response to your letter (10-41.71 dated May 16, 1974) about our proposed revisions to the Center Street Bridge in Salem.

1. We propose to use a concrete "GM" shape on the west approach spans.

2. A tight specification will be written on preparing the chipped-out concrete section for new concrete with reinforcing steel to be added both longitudinally and transversely. No existing reinforcing steel will be cut.

3. The existing sidewalk section was designed to span between the curb and sidewalk beam with a maximum diaphragm spacing of 30 feet so that chipping out concrete at the curb line will not affect the structural integrity of the bridge. Parapet bolt holes will not be drilled into the new concrete.

4. One and one-fourth inch anchor bolts at 4' centers will be used to hold the steel parapet rail in place. Three-fouth inch bolts at 6' centers will be used to anchor the precast sidewalk slabs.

5. A transition section will be bolted into place between the proposed pedestrian railing and the existing rail on the east end of the structure.

RECEIVED
MAY 29 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

6. We are revising the location of the first 3-tube traffic rail posts on each side of the pony truss to allow bending of the tube rails into holes in the steel parapet end plates using sleeves on the tube ends.

This project is presently scheduled for the August 29, 1974 bid letting. Contract plans are being prepared based on our original preliminary drawings and the above revisions. These revisions were discussed with Mr. Schell and Mr. Pillsbury by Mr. Bricher of our Section on Tuesday May 28, 1974. Please review this matter and give us your approval and/or comments.

Very truly yours,

ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Bridge Engineer

TEB:dh

cc E. S. Hunter
L. W. Rulien

Form FHWA 121 (Rev. 5-73)

8083

UNITED STATES GOVERNMENT

# Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

RECEIVED
STATE HWY ENGR
MAY 20 '74
REFER TO Hunter
FOR
Info ☐ Inves ☐ ☐ Dft ☐ Sign ☐ Act ☒ File ☐

DATE: May 16, 1974

In reply refer to: 10-41.71

SUBJECT: Oregon Project U-322(8)
Center Street Bridge, #123H

Orig + Hunter

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. E. S. Hunter, Asst State Highway Engineer

We have reviewed the advance plans for this structure submitted with Mr. Hart's May 6, 1974 letter and have the following comments:

1. We agree with the scope of the proposed work.

2. On Sheet 2 we believe you will have trouble with the steel parapet connection to the structure. You propose to remove a section of existing concrete that is the critical section for the overhang. You propose to replace it with new concrete. We question that you can keep the new concrete in place under traffic abuse and whether it will add to the strength of the overhang. We assume the parapet bolt holes will be drilled after the curb face is modified and this may cause failure of the added concrete. Have you considered extending the steel parapet section down to the roadway?

3. Sheet 3 does not show any tie downs for either the steel parapet or the precast sidewalk slabs. In addition there is no detail given for connecting the proposed pedestrian railing back to the existing rail at the east end.

4. The three tube rail on Sheet 4 should start from a position behind the face of the steel parapet.

The revisions you propose on this structure appear quite beneficial for traffic and pedestrian safety. We appreciate the fact that you are willing to spend considerable money to increase the safety of the users of this structure.

for G. L. Green

8083

**OREGON STATE HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

May 6, 1974

RECEIVED
MAY 6 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
Salem, OR

Dear Mr. Green:

NOTED
E. S. HUNTER

Center Street Bridge
Willamette R. (Center St., Salem) Bridge Sec.
Willamina-Salem Highway
Polk and Marion Counties
Bridge 123H

Enclosed are two prints each of four preliminary drawings showing proposed traffic and pedestrian rail revisions and sidewalk revisions to the subject structure. Also enclosed is a copy of the preliminary estimate for this work. You will note that this estimate includes a cost item for waterproofing and sealing the existing deck.

The existing rail on the structure will not meet present design standards as a traffic rail. It has been penetrated numerous times over the past years. We propose to remove the existing rail on the south side of the structure starting at the west end of the structure and continuing to the east end of the steel deck trusses. The existing sidewalk on the steel deck trusses will also be removed. This rail will be replaced with a steel parapet rail of the type "G" configuration mounted at the curb line. Due to the need to keep additional weight to a minimum, the steel rail is being used instead of a concrete rail.

A steel parapet rail of the "G" type configuration will also be installed along the north curb line starting at the west end of the structure and continuing through to the east end of the steel truss spans.

The only exception to the use of the steel parapet rail at the curb is through the area of the pony truss in span 4. Here a 3-tube aluminum rail will be used with the treatment shown on the enclosed drawings.

The sidewalk on the north side of the steel truss spans will be removed and replaced with sidewalks constructed of lightweight concrete.

The sidewalk on the west concrete approach spans will also require modification. With the addition of the steel parapet rail, it is reduced to approximately 3'-7", which is too narrow for pedestrian and bike use. We propose to widen the sidewalk by use of a bolted-on precast concrete section. We also intend to salvage the rail from both sides of the structure, modify it and reinstall it in the new location.

We do not propose to modify the handrail on the east approach at this time. Modification of the approaches is presently under study for a future contract and rail modification will be done under that contract.

As mentioned before, we propose to waterproof and seal the deck of the bridge at this time.

The estimated cost of all of the proposed work is $730,000 which includes a 30% allowance for engineering and contingencies. This estimate is based on preliminary quantities.

This project is presently scheduled for the July 25, 1974 bid letting. Please review this proposal and return one set with your comments and/or approval as soon as possible. Work is continuing on design and contract plans based on this preliminary proposal.

Very truly yours,

ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Bridge Engineer

DOC:dh
Enclosures

cc E. S. Hunter
V. E. Skoog
L. W. Rulien
C. O. Fredrickson
J. E. Chidsey /w/ encl.

8083

**OREGON STATE**
**HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

April 4, 1974

TO Mr. Glen L. Green
Division Engineer
Federal Highway Administration
477 Cottage St. NE
Salem, OR 97308

FROM ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Bridge Engineer

SUBJECT Center Street Bridge
Handrail Replacement
Marion Co.
Bridge No. 123D

We have reviewed the need for replacement of the handrail at the west end, south side of the structure and concur. This will increase our preliminary estimate from $400,000 to $480,000.

DOC/ag

cc E. S. Hunter
V. E. Skoog
L. W. Rulien

NOTED
E. S. HUNTER

RECEIVED
APR 5 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

4-1-74

TRANSACTION NUMBER 4-1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 4-1-74

BY (Signature): L.W. RULIEN'S 3-20-74 LETTER

TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☒ FAU ☐ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 172 THRU ______

| ITEM NO. | PROJECT NOS. | LENGTH (Miles) | TOTAL ESTIMATED COST | FEDERAL FUNDS | OTHER IDENTIFICATION AND/OR REMARKS (State): LOCATION | WORK |
|---|---|---|---|---|---|---|
| 172 | U-322(8) | 0.414 | 397,000 | 310,000 | WILLAMETTE RIVER (CENTER STREET - SALEM) BRIDGE SECTION. MARION AND POLK COUNTIES. STATE OF OREGON. | REPLACE BRIDGE RAILS ON ONE STRUCTURE. |

WY ENGR
5'74
REFER TO
Ong + Hunter
FOR

REMARKS (Division)

I CONCUR IN THE NEGATIVE DECLARATION AS STATED ON THE BACK OF THE PR-1 FOR THE SUBJECT PROJECT.

RECOMMENDED

| DATE | SIGNATURE AND TITLE |
|---|---|
| | |

APPROVED

| DATE | SIGNATURE AND TITLE |
|---|---|
| 4-1-74 | G. L. GREEN, DIVISION ENGINEER |

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 915-690

FORM PR-48
(Rev. 8-71)

80 83

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

8083

*Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 29, 1974

In reply refer to: 10-41.7

SUBJECT: Oregon Project U-322(8)
Center Street Bridge

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. E. S. Hunter, Asst State Highway Engineer

Your safety program for the Center Street bridge in Salem should provide a needed addition to this structure. We note at the intersection of Wallace Road and Highway 22 that there appear to be several angle accidents into the south rail as well as the north rail.

Your program calls for a GM rail section around the north side of the curve of the structure. Please consider a GM rail section for the south part of this curve also.

for G. L. Green

4-3-74
cc [illegible]

ESH

RECEIVED
APR 2 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
APR 1 '74
REFER TO
Hunter
FOR

| Info | Moves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | ✓ | |

NOTED
A. E. JOHNSON

8083

March 20, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM

L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project U-322(8)

We are submitting program data for one Urban Extension project, Item No. 172, Project No. U-322(8), "Willamette River (Center St., Salem) Bridge Section", which we desire to have in the Federal-aid Urban Extension Highway Program.

The project qualifies as a "Safety Improvement Project" under the provisions of paragraph 4b(2) of PPM 21-16 as the work is for the correction of roadside features identified as hazardous in the AASHO report, "Highway Design and Operational Practices Related to Safety". Enclosed is a copy of Mr. Hart's memo of March 7, 1974 with preliminary sketch and estimate, also accident data.

The project is exempt from State Clearinghouse and District 3 Clearinghouse review under working agreements dated April 28, 1970 and October 15, 1970, respectively.

Statewide "Negative Declaration" for "Spot Safety Improvement Projects" concurred in by FHWA December 17, 1973.

Public hearings are not required for this project under provisions of paragraph 6c of PPM 20-8.

FHWA has indicated in previous correspondence that their acceptance of the standards recommended in the yellow book, AASHO's publication of February 1967, "Highway Design and Operational Practices Related to Highway Safety", consitute design approval for minor safety improvement work of this type. Therefore, design approval is considered given prior to January 18, 1969, the effective date of current PPM 20-8.

Enc.
RNC:js

Budget Bureau No. 41-R206
U.S.

FORM PR-1
(REV. 4-61)

# FEDERAL-AID PROGRAM DATA
(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. 3-20-74

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER (19) 1 (20) | PROJECT LOCATION (45 typewriter spaces) 21 SR 22 Center St. Br. in Salem (Willamette R.) 65 | ADT | PRESENT 37,000 | FUTURE (66) 84,500 (70) | YEAR (71) 94 (72) | REGION 10 | STATE NAME Oregon |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 Replace Bridge Rails (1 Br.) 62 | NATL. FOREST (63) (65) | FH ROUTE NO. (66) (68) | SUPV AGCY (69) | DA CLASSIF. (70) | DA AREA (71) | EMERG. YR. (72) (73) | PL. AUTH YR (74) (75) | PROJECT NUMBER | PREFIX LETTER(S) 14 U- 23 | NUMBER 7 32 |

| | | | | | |
|---|---|---|---|---|---|
| CARD 4 | CLASS OF FEDERAL FUNDS Urban | COUNTY NAME Marion and Polk | | | 053 04 (14) |
| | NAME OF URBAN AREA 17-31 Salem | ROUTE NO. P | FEDERAL-AID 47 (32) | STATE 30 (36) | U.S. (37) - - |

| CARD | LINE NO. | CHANGE CODE | PROJECT CODE | CLASS | WORK TYPE | WORK STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (14-15) | (16) | 41 | 42 | 43  46 | 53 | | (54) (58) | (59) (66) | (67) (76) | | |
| 5 | | | | | **PE** | | SR 22 Center Street Bridge over the Willamette River in Salem | | | | | |
| 5 | | | | | **ROW** | | | | | | | |
| 5 | | | | | **CONST** (CODE) Safety X932 | | "Willamette River (Center St., Salem) Bridge Section" | 0.414 | 397,000 | 310,000 | 87,000 | |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| CARD 1 | CODE 1 | PREPARED BY | PROJECT TOTALS | 0.414 | (16) 397,000 (23) | (24) 310,000 (31) | 87,000 | |
| 1 | 14 | PROGRAM APPROVAL DATES | | | | | REMARKS Additional Data: Item 16 & 20, 322(3). | |

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

M NO.

O.

FORM PR-1
(REV. 4-61)

3-20-74

# FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

| PROJECT LOCATION (45 typewriter spaces) | ADT | PRESENT | FUTURE | YEAR | REGION | STATE NAME | STATE CODE | APPN CODE | ITEM NO. |
|---|---|---|---|---|---|---|---|---|---|
| (20) 21 SR 22 Center St. Br. in Salem (Willamette R.) 65 | | 37,000 | (66) 84,500 (70) | (71) 94 (72) | 10 | Oregon | (2) 41 (3) | (4) 032 (9) | (14) 172 (18) |

| PROPOSED WORK (35 typewriter | NATL. FOREST | FH ROUTE NO. | SUPV AGCY | OA CLASSIF. | OA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER PREFIX LETTER(S) | NUMBER | SEQ. NO. | T. Projects Only POST MI. | DESIG. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| e Bridge Rails (1 Br.) 62 | (63) (65) | (66) (68) | (69) | (70) | (71) | (72) (73) | (74) (75) | 14 U- 23 | 7 322 (8) | 13 | (24) (26) | 27 |

RAL FUNDS Urban

AREA Salem

COUNTY NAME Marion and Polk 053 CODE 047 (14) (16)

ROUTE NO. P FEDERAL-AID 47 (32) STATE 30 (36) (37) U.S. - - (41)

PROGRAM STAGE ☐ 1 OR ☒ 2

| CLASS | WORK TYPE | STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|---|---|---|---|
| 42 | 43 46 | 53 | SR 22 Center Street Bridge over the Willamette River in Salem | (54) (58) | (59) (66) | (67) (76) | | | Replace existing bridge rail with steel GM rail, adjust sidewalks to accommodate GM rail. (Structure length: 2184', HC 24', VC 15'11") |
| | **PE** | | | | | | | | |
| | **ROW** | | "Willamette River (Center St., Salem) Bridge Section" | | | | | | |
| | **CONST** (CODE) Safety X932 | | | 0.414 | 397,000 | 310,000 | 87,000 | | ROW - 150' min.; Access control- full; Parking Restrictions- complete. |
| PARED BY | | | PROJECT TOTALS | 0.414 | 397,000 | 310,000 | 87,000 | | |
| | | | | | (16) (23) | (24) (33) | | | |

OGRAM APPROVAL DATES

REMARKS
Additional Data: Item 16 & 20, Projects U-322(1) & 322(3).

-over-

USCOMM DUSCOMM-DC 48908-P61

8083

Form 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

March 7, 1974

ORIGINAL SIGNED
WALTER J. HART

FROM: Walter J. Hart
Bridge Engineer

TO: Mr. L. W. Rulien
Project Management Engineer

SUBJECT:

Center Street Bridge Rail Replacement
Bridge No. 123D

NOTED
E. S. HUNTER

Attached is a preliminary sketch and estimate for the rail replacement on the Center Street Bridge. Please take the necessary steps to program this project under Federal Aid Urban Extension Funding.

The work proposed consists of removing the existing sidewalk and pedestrian rail from the south side of the steel spans and replacing with a steel GM railing, removing existing rail and sidewalk from the north side of the steel spans and replacing the sidewalk and pedestrian rail and a steel GM rail between the roadway and the sidewalk. The sidewalk on the north side of the west approach will be widened to allow room for the installation of a GM rail section throughout the length of the west approach.

WJH:dh
Attachment

cc E. S. Hunter
Finance

RECEIVED
MAR 8 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8083

1859

**OREGON STATE**
**HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

February 11, 1974

**NOTED**
**E. S. HUNTER**

Mr. S. Douglas Van Dyke
Traffic Engineer
City Hall
Salem, Oregon 97301

Dear Mr. Van Dyke:

Reference is made to your letter of January 24 in regard to a request from Salem Electric for the construction of a switching station under the Marion Street Bridge.

As I advised you by telephone at that time, there would be adequate clearance under the bridge to construct the requested facility, however, the proposed ramp from Front Street would be tying into the Marion Street Bridge at this point and there would be construction work more or less over this site. If the station is built here prior to construction of the ramp they should be aware that they would need to provide appropriate protection when the ramp is built.

Attached is a sketch indicating the position of the requested station and the proposed ramp.

Very truly yours,

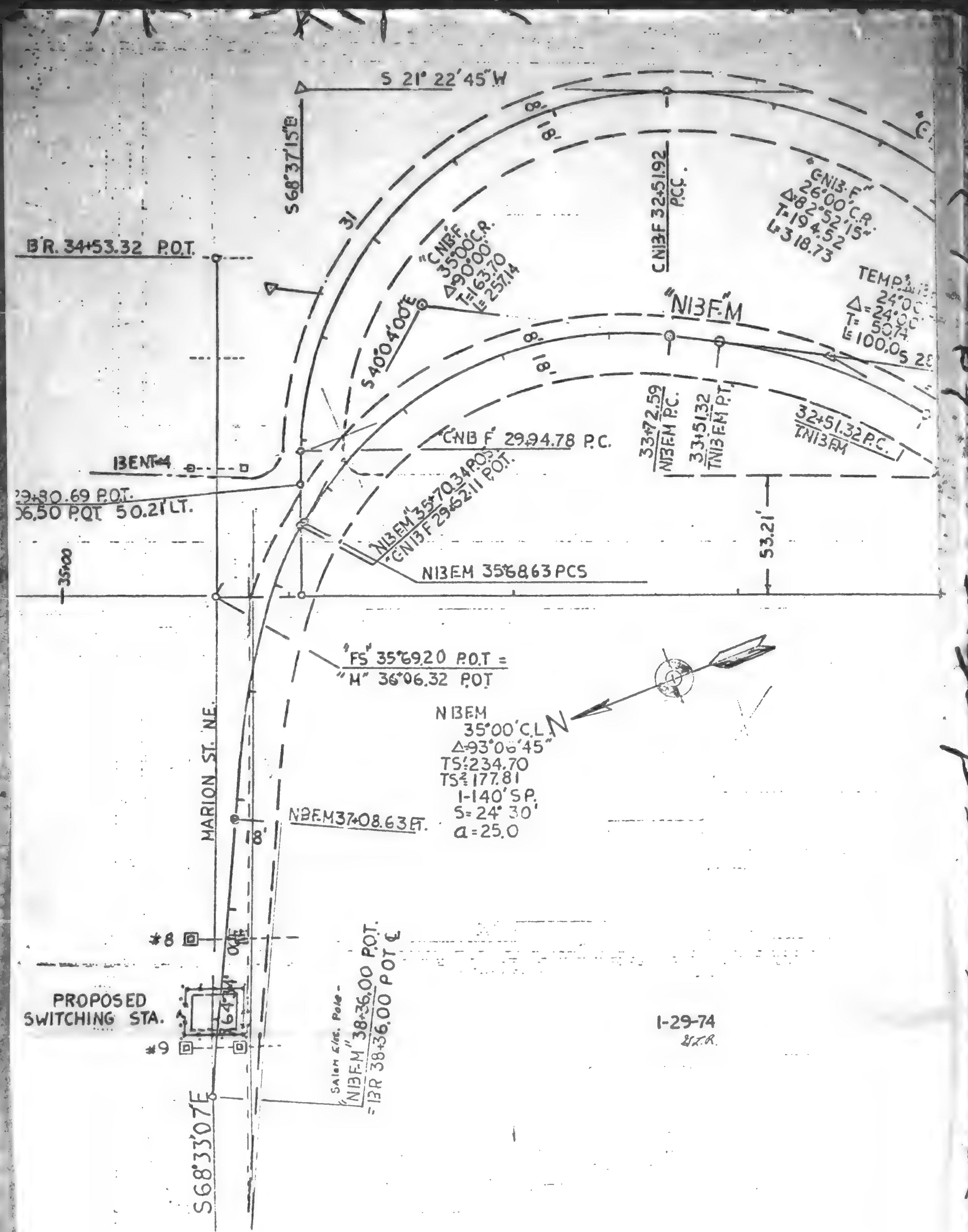
J. H. Versteeg
Road Design Engineer

By

A. D. Olson
Preliminary Design Engineer

ADO:we
Attachment
cc: E. S. Hunter
C. O. Fredrickson
J. E. Chidsey

RECEIVED
FEB 12 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER


S 21° 22' 45" W
S68°37'15"E
8'
18'
31
C N13F 32+51.92 P.C.C.
"GN13-F" 26°00' C.R. Δ82°52'15" T=194.52 L=318.73
"C
B R. 34+53.32 P.O.T.
"CN13F" 35°00' C.R. Δ90°00' T=163.70 L=257.14
S 40°04'00"E
TEMP. 24°00' Δ=24°00' T= 50.74 L=100.0
S 28
"N13F.M"
8'
18'
33+72.59 N13F.M P.C.
33+51.32 TN13F.M P.T.
32+51.32 P.C. TN13F.M
"CN13 F" 29+94.78 P.C.
BENT 4
29+80.69 P.O.T.
06.50 P.O.T. 50.21' LT.
N13F.M" 35+70.34 P.O.S. "CN13F 29+62.11 P.O.T.
N13F.M 35+68.63 PCS
53.21'
35+00
"FS" 35+69.20 P.O.T. =
"H" 36+06.32 P.O.T.
N
N13F.M 35°00' C.L. Δ93°06'45" TS1 234.70 TS2 177.81 1-140' SP. S= 24° 30' a=25.0
MARION ST. NE.
N13F.M 37+08.63 ET.
18'
#8
04E
PROPOSED SWITCHING STA.
64
#9
Salem Elec. Pole
"N13F.M" 38+36.00 P.O.T.
= "13R 38+36.00 P.O.T. ℄
S68°33'07"E
1-29-74
W.T.R.

CITY
OF SALEM,
OREGON
City Hall/555 Liberty St. S.E.
Zip Code 97301

DEPARTMENT OF PUBLIC WORKS

January 24, 1974

Mr. Adrian Olsen
Preliminary Design Engineer
Road Design Section - Room 223
State Highway Building
Salem, Oregon 97310

Dear Mr. Olsen:

We are currently considering a request from Salem Electric for the construction of a switching station to be located underneath the Marion Street Bridge. The exact location is shown on the attached sketch. Could you please review this location and report to us any implications with present or future plans you may have for this area. Specifically, does this location interfer with the proposed bridge ramp locations?

We need your reply no later than Wednesday, January 30, 1974. You may contact us by letter or phone at 588-6048.

Very truly yours,

S Douglas Van Dyke
S. DOUGLAS VAN DYKE
Traffic Engineer

LG:skl

Called & left message – [illegible] protection would be a problem. [illegible]
[illegible]
no problem [illegible]
[illegible] 1/31/74

1/2

Addressed to agenda
"Refer to staff"

SALEM ELECTRIC
Low Cost Consumer Owned Power Distributor
633 FRONT STREET NE SALEM, OREGON 97308 P. O. BOX 588 PHONE 362-3601

January 8, 1974

Mayor and City Council
City of Salem
555 Liberty Street
Salem, Oregon 97308

Honorable Mayor and Members of the Council:

In recent months Salem Electric has expanded the design of its downtown underground facilities. As you know in order to comply with the City of Salem Revised Code 35.470, Salem Electric is required to place many of its distribution facilities underground. Our source of power for the downtown area comes by means of two (2) independent circuits of cable suspended under the Marion Street and Center Street Bridges. In order to make our overall plan workable, allowing for a high degree of service reliability and providing space for protective devices, it has become apparent that the construction of a small enclosed switch station will be necessary.

There is an ideal location for such a structure directly under the Marion Street Bridge and immediately west of the Front Street Alley. (see attached sketches)

We have consulted with Mr. Adrian Olsen of the Oregon State Highway Department in regards to the Front Street ramps. Mr. Olsen has assured us that there will be no structural conflict. We have also consulted with Mr. Jim Martsfield of the City of Salem Public Works Department and have received his assurance that there will be no facility conflict.

We therefore respectively request that permission be granted Salem Electric to use the described area for the construction of the enclosed switch station.

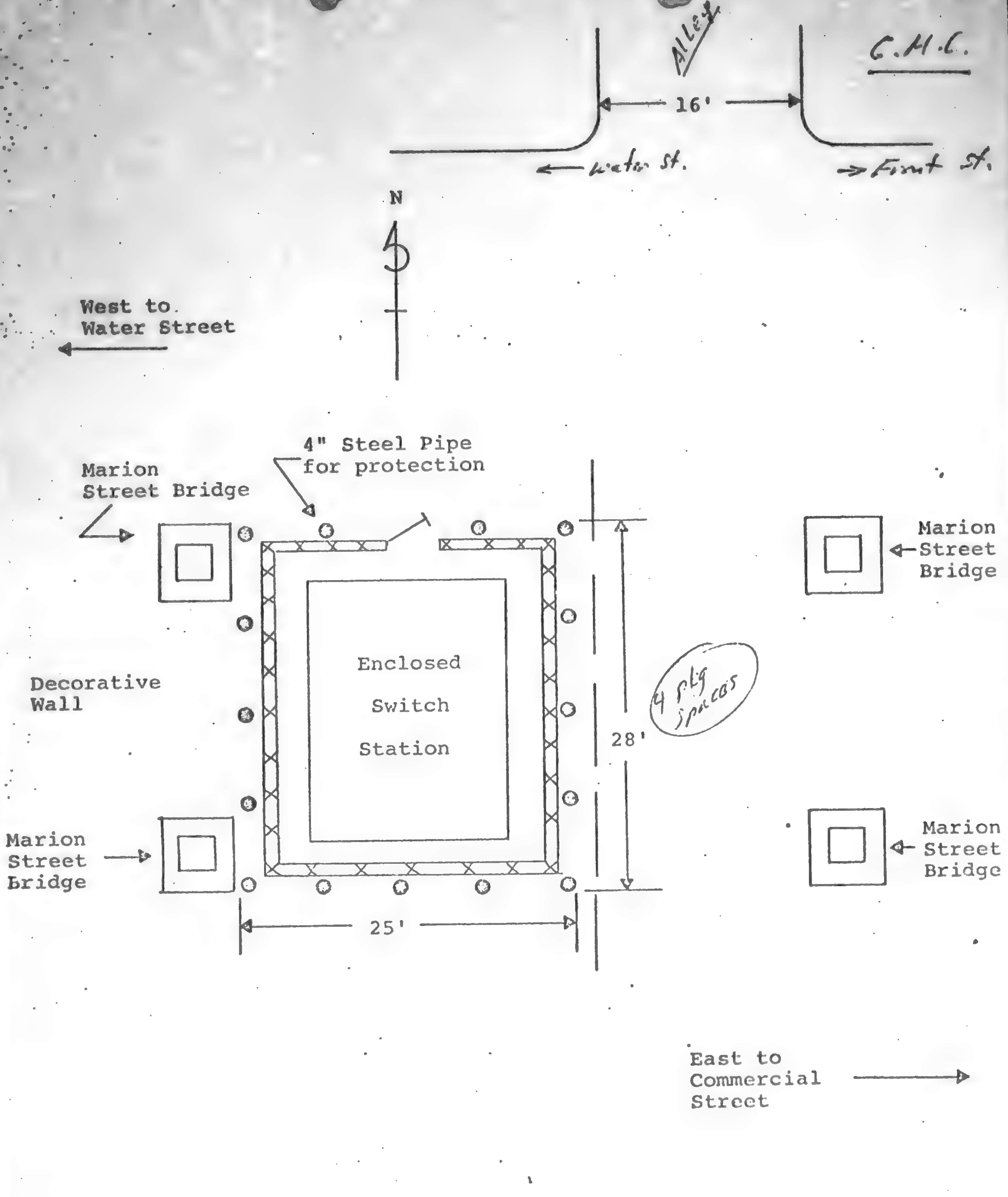
We appreciate your attention in this matter.

Sincerely

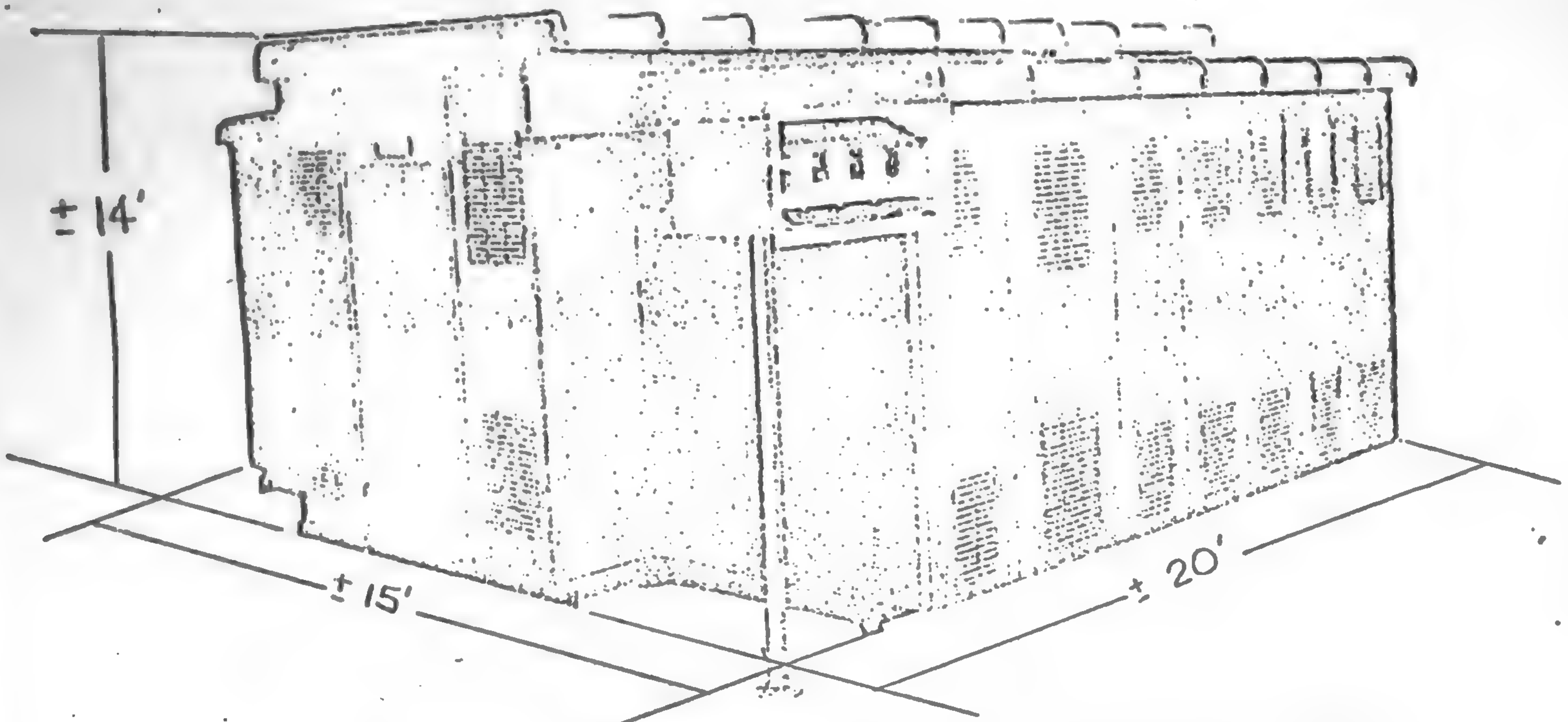
John W. Howarth

John W. Howarth
Engineering Supervisor

pp



SALEM ELECTRIC
SCALE: 1" = 10'
John Howarth
January 8, 1974



Duplex arrangement of 5-kv McGraw-Edison Safe-T-Aisle outdoor metalclad switchgear.

In McGraw-Edison Safe-T-Aisle switchgear, the indoor housings are bolted to a 6-inch channel steel base. A second base, covered by steel plates, forms the maintenance aisle in front of the indoor housings. The aisle is of suitable depth to permit easy withdrawal and interchange of the removable circuit breaker elements. It extends the full length of the switchgear plus an additional length of 26 inches at each end. This permits 130-deg opening of the end compartment panels.

A completely weatherproofed outer enclosure of formed steel with sloping roofs and ventilated louvered door openings encloses the indoor housings and the maintenance-aisle. Ventilating roof overhangs are located on the rear of the switchgear, as well as on the front and rear of the maintenance aisle. Overhangs are provided with a removable guard backed by a disposable spun glass filter.

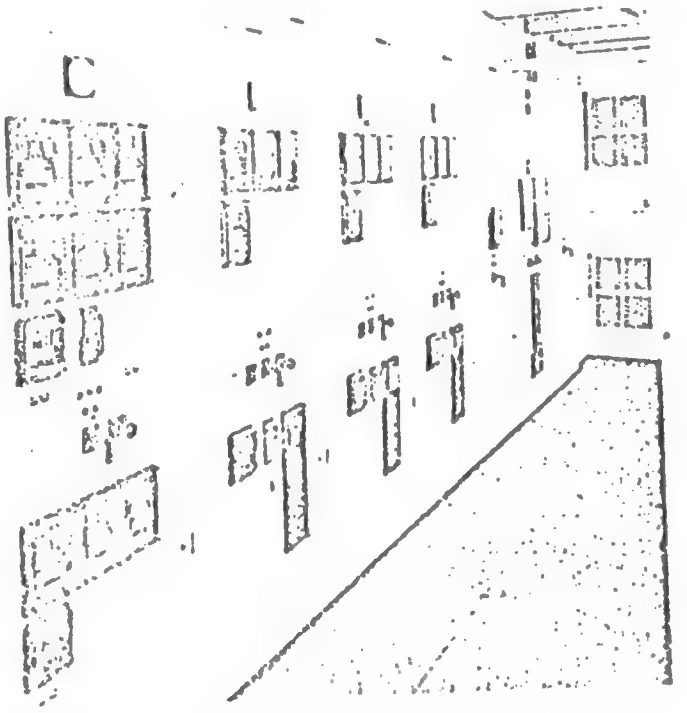
The complete switchgear is shipped less circuit breaker elements. Each switchgear shipping section is approximately 15 ft long, and the base is provided with lifting irons bolted to each corner.

The design utilizes the common aisle should another group of switchgear be added in the future.

Strip heaters are installed in each unit, and one or more convenience outlets and lighting receptables are provided in the maintenance aisle.

A 36-inch doorway and gasketed door with panic-bar release are located at each end of the maintenance aisle.

A full-height, hinged, gasketed door secured with bolts is provided in the rear of each unit.



Interior maintenance aisle in Safe-T-Aisle switchgear.

8083

**OREGON STATE HIGHWAY DIVISION**
**INTER-DEPARTMENT CORRESPONDENCE**
Salem, Oregon

NOTED
H. S. COULTER

**DATE** January 25, 1974

**TO** H. S. Coulter
Assistant State Highway Engineer

AE Johnson

**FROM** A. E. Johnson ja
Deputy State Highway Engineer

NOTED
A. E. JOHNSON

1-29-74
REFER TO
Region 2
BY ASST. STATE HWY. ENGR.
TAA

**SUBJECT** Center Street Bridge Piers
Salem, Oregon

As soon as river conditions permit, please arrange an underwater inspection of the piers of the Center Street Bridge across the Willamette in Salem to determine if additional scour has occurred since our last inspection in September.

Repairs to the undermined piers should be accomplished as soon as possible.

AEJ:ja
cc F. B. Klaboe
E. S. Hunter
D. H. Moehring
Walt Hart

Completed 4-23-74
HSC

NOTED
F. B. KLABOE

RECEIVED
JAN 28 1974
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
APR 24 '74
REFER TO
FOR

| Info | Invest | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

8083

STATE COPY

cy Gix
Fredrickson

cc: OSHD (E S Hunter)
Region
Wash DC
Nichols Maint File (2)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# INSPECTION REPORT

12-17-73

| | | |
|---|---|---|
| REGION NO.<br>10 | REPORT ON Maintenance Inspection-In-Depth<br>Followup, Major Structure | DIVISION<br>Oregon |
| DATE OF INSPECTION<br>12/13 & 17/73 | INSPECTION MADE BY<br>R. W. Pillsbury and P. V. Riedl | PROJECT NO.<br>U-322(3) |

IN COMPANY WITH
T. Litchfield & F. Lacey, OSHD (12-13-73 only)

REMARKS

NOTED
H. S. COULTER

## WILLAMETTE RIVER (CENTER STREET BRIDGE) SECTION

### BACKGROUND

Since the 1969 report was made the State has made a serious attempt to improve the condition of the Center Street Bridge. A contract was finished in 1973 which called for the repainting of the structure along with some repair work. The floor system has had cover plates added and the main span cantilevers were strengthened to increase the load capacity to present standards. In addition the State removed the deck concrete from contact with the pony truss in the main span and repaired damage in that area. Also as a final part of the painting contract new bolts were placed in the traffic rail bringing it up to a "like new" condition. Spalls and cracked areas in the sidewalks were also repaired.

### FINDINGS AND RECOMMENDATIONS

a. As a result of the above repairs the bridge now looks acceptable and has a load capacity that is satisfactory.

b. Although the traffic rail on the steel spans is now in a "like new" condition it is inadequate for present-day loadings and should be replaced. In addition the underside of the outer edge of the sidewalk is spalling off in many areas across the bridge making for future safety problems. It is suggested that one solution would be to block off the sidewalks and install a metal rail along the curbline. This would, however, cause some inconvenience to pedestrian traffic.

c. The deck is cracked although not much water is leaking through to the underside. It is suggested that the State consider sealing the deck to prolong its life.

COPY SENT
JAN 09 1974
REGIONAL OFFICE

### DISCUSSION

The State has made a commendable effort to repair and maintain the Center Street Bridge. The repainting and strengthening were needed and the results are a much safer structure.

Last year the State removed a large amount of debris from around the piers. In addition divers used underwater TV cameras to inspect for scour. Considerable scour was found under the pile-supported west main pier. Riprap placement is scheduled as soon as water levels will allow the work.

The inspection guidelines for this inspection are attached to the Division office copy of the report.

8083

E S Hunter

FORM E-30

**OREGON STATE HIGHWAY DIVISION**
**INTER-DEPARTMENT CORRESPONDENCE**
Salem, Oregon

**DATE** December 13, 1973

**TO** Memorandum to the File

**FROM** Fred Gately

NOTED
S. HUN

**SUBJECT** Willamette River (Center St.) Bridge
New Sidewalk, Traffic Rails, and Pedestrian Rail

After a discussion with G. W. Wimer, Art Gottfried and Gib Anderson on November 16, 1973, regarding how to field construct a new sidewalk, traffic rails and pedestrian rail as shown on Drawings Nos. 29308, 29387 and 26073, it was suggested the feasibility of using standard parapet rail, Type G, Drawing 27155, instead of guardrail. This design might be used depending on new dead loads.

Downstream side: North side will use the double traffic rail as shown in Section "A-A", Drawing No. 26073 from Sta. 52+76 to Sta. 48+75.99 (Pier No. 8). Beginning at Sta. 48+75.99 we will construct concrete parapet rail to pony truss beyond Pier No. 5, Sta. 44+41.40. Through the pony truss there will be a parapet constructed of steel matching the shape of concrete parapet rail to approximate Sta. 41+04.90, Pier 3. Then the concrete parapet rail will start again and go to Sta. 39+91.27, Pier No. 2, where it will end.

We shall use a lightweight metal plate for sidewalk deck through the structure from Sta. 48+75.99 (Pier No. 8) to Sta. 39+91.27, Pier No. 2. The width of the sidewalk as shown on Detail Drawings Nos. 29387 and 26073 will try to be maintained.

South side: Beginning at Sta. 48+75.99 and ending at Sta. 39+91.27, existing sidewalk shall be removed and parapet rail will be installed at roadway width.

After discussion with C. O. Fredrickson, G. W. Wimer, and Art Gottfried on December 4, 1973, concerning the above subject, it was decided the best all around proposal for construction and aesthetics would be to use the standard aluminum three-tube rail Drawing No. 23653 with precast

RECEIVED
DEC 24 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

concrete panel sidewalk and standard steel tube pedestrian rail. The estimated cost of this proposal using same basis for cost as used for Estimate No. 1 is $136,200 which is more than Estimate No. 1 of $117,300 due to changing to the aluminum three-tube rails plus the removal of sidewalk on south side.

Due to recent material cost increases, material shortage, and other uncertainties, the estimate for the new proposal should be increased to $178,500.

FGG/ag

cc E. S. Hunter
~~H. S. Coulter~~
D. H. Moehring
C. O. Fredrickson

8083

FORM [illegible] (REV. [illegible])

**OREGON STATE HIGHWAY DIVISION**
**INTER-DEPARTMENT CORRESPONDENCE**
Salem, Oregon
November 29, 1973

NOTED
H. S. COULTER

To: H. S. Coulter, Assistant
Highway Engineer

SUBJECT: Sidewalk and Rail Repairs
Center Street Bridge
Willamina-Salem Highway

Edward L Hardt
From: E. L. Hardt
Construction Field Engineer

Attached you will find a copy of a letter from Gerald Wimer, Region 2 Construction Engineer, requesting that funds be programmed for replacement of part of the sidewalks and rails on the Center Street Bridge. This walk and railing has deteriorated to the point where it is a day-by-day hazard and immediate replacement work is necessary.

Plans for this work are in the final stages in the Bridge Section and the cost of the work is estimated at $117,000. We concur that the work is urgently needed and are forwarding this request for your action.

ELH:lb

Attachment

cc: Walt Hart
C. O. Fredrickson

11-30-73
REFER TO
Hunter
By Asst. State Hwy. Engr.

Programming as may
be appropriate

RECEIVED
NOV 29 1973
Office of
Assistant State Highway Engineer

8083

28-1128

ESH

## OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

**DATE** November 15, 1973

**TO** C. T. Keasey
CONSTRUCTION ENGINEER

**FROM** Gerald Wimer ORIGINAL SIGNED BY GERALD WIMER
REGION CONSTRUCTION ENGINEER

**SUBJECT** Sidewalk and Rail Repairs
Center Street Bridge Section
Willamina-Salem Highway

NOTED
E. B. HUNTER

By June 20, 1973 letter this office directed your attention to the need to repair certain sidewalks and handrails on the Center Street bridge and add a traffic rail. A $2,000 fund in the painting contract authorization was earmarked for sidewalk repairs.

That fund is insufficient to do the required work which is designed and is now estimated to cost $117,000. The work lends itself to contracting.

You are, therefore, respectfully requested to arrange for state construction funds and an early contracting of this vitally needed improvement. Delays involve hazards that are being taken care of on a day-to-day basis.

RECEIVED
NOV 19 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

GW/ek
cc: Walt Hart
Floyd Lacey
Art Gottfried

NOTED
W. J. HART

NOTED
R. W. ELLISON

RECEIVED
NOV 16 1973
BRIDGE DIVISION

8083

FORM E-30

**OREGON STATE HIGHWAY DIVISION**
**INTER-DEPARTMENT CORRESPONDENCE**

Salem, Oregon

**DATE** October 9, 1973

**TO** F. B. Klaboe
Administrator and
State Highway Engineer

**FROM** L E George
L. E. George
Traffic Engineer

**SUBJECT** Traffic Conditions
Center Street Bridge
Salem

Some time ago you asked us to study the signal timing at Center and Commercial Streets in Salem to see if the intersection capacity could be improved to provide some relief for the bridge traffic. Enclosed are two copies of our report. We worked closely with the City of Salem's personnel during this study and I have sent a copy of our report to Mr. Van Wormer.

The bridge is operating at or above capacity during certain hours of each workday. There is no change in signal timing that can be made with the existing signal system that will provide any appreciable amount of relief.

The adjustments that were made in the signal timing slightly increased the capacity of Center Street but it was not enough to reduce the long queue of vehicles in the morning rush hour.

LEG:kw
Enclosures

cc: B. T. Van Wormer

RECEIVED
STATE HWY ENGR
OCT 9 '73
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section
October 1973

# REPORT OF TRAFFIC CONDITIONS
Center Street Bridge
Salem

## SUMMARY

Several improvements were made to the timing of the traffic signal at the intersection of Center Street with Commercial Street. A "before and after" study indicates that a slight improvement in capacity was made. The study also indicates that in the afternoon and evening the signal should continue operating on an alternating cycle length rather than on a continuous 110-second cycle.

## INVESTIGATION

Traffic was observed for several days on the Center Street Bridge, both morning and evening, before any changes were made. It was noted that vehicle queues on the bridge were very long in the morning but very short in the afternoon and evening. The signal operated on a 110-second AM cycle from about 7 a.m. to 8:15 a.m., and alternated between a 55-second and 110-second PM cycle from about noon to 5:20 p.m.

Based on the observations, changes were made in the signal timing. On the 110-second AM dial, 7.70 seconds of green were added to Center Street. This increased the green time for Center Street from 67% to 74%. The time of operation was extended from 8:15 a.m. to 8:30 a.m. On the 55-second dial, 2.75 seconds of green were added to Center Street. This increased the green time for Center Street on the alternating cycle system from 55% to 57%. No changes were made to the 110-second PM dial.

Two methods were used to measure the effects of the changes in the signal timing. First, the number of cars entering the intersection from Center Street on each fully-loaded cycle was counted, before and after the signal change. Second, observers noted the queue lengths on Center Street at certain times of the day, before and after the signal changes.

## RESULTS

The following table shows changes in the number of Center Street vehicles entering the intersection per cycle. This can be interpreted as the capacity of the Center Street approach because only fully-loaded cycles were counted.

| | CHANGE IN GREEN TIME PER CYCLE | VEHICLES PER CYCLE | | | | | | CHANGE (Hourly Rate) |
|---|---|---|---|---|---|---|---|---|
| | | BEFORE | | AFTER | | CHANGE | | |
| | | Left Lane | Right Lane | Left Lane | Right Lane | Left Lane | Right Lane | |
| AM (110) | +7.70" | 32 | 34 | 35 | 36 | +3 | +2 | +164 |
| PM (55) | +2.75" | 10 | 10½ | 11 | 12 | +1 | +1½ | +55 |
| (110) | 0 | 25 | 28 | 25 | 28 | 0 | 0 | |

The capacity increase per cycle was only five cars on the 110-second AM dial. The hourly rate of increase on the AM dial was 164, but this cannot be attained because the cycles are not fully loaded for an entire hour. The percentage of green time was increased by ten percent, and the capacity increased by about eight percent.

The hourly increase on the alternating dial system was 55 vehicles, and this is sometimes attained.

The queue length on the Center Street Bridge was measured during the morning and evening peaks before and after the signal timing changes. It was found that the capacity improvements were not reflected in a change in queue lengths. In fact, during the morning peak the queue was slightly longer after the changes than before the changes. This is probably the result of heavier traffic volumes on the day of the "after" measurements. During the evening peak there was no noticeable change in queue lengths. At no time during the day was the Marion Street intersection blocked.

During the morning peak the queue extended nearly to Rosemont Avenue from ORE22 and to Taybin Road on Wallace Road. The queue began forming about 7:20 a.m. and disappeared about 8:02 a.m. This indicates that the demand substantially exceeds the capacity of the Center Street Bridge. It is likely that because of the long queue many people use this bridge at a different time than they would like to. If a substantial improvement is made in the capacity of the Commercial Street intersection, these diverted vehicles will probably return to their desired crossing time with the result that the queue length will not be substantially shortened. Because of this, the queue length is not a good measure of capacity improvements to the bridge.

During the evening peak the queue on the bridge was not long. The evening peak was observed on several days, and the queue did not extend past Water Street more than one or two cycles per day. Usually, the queue extended back only to Front Street. There were few times when the 110-second cycle length (while on the alternating system) was fully loaded. For this reason, operation of the controller was left on the alternating system in the afternoon and evening rather than changed to a steady 110-second cycle.

It should be noted that a substantial amount of delay is unavoidable at the Center Street-Commercial Street intersection under fixed-time operation. The peak traffic flows are fairly predictable but occur at different times on different days. Therefore, the best settings of the time clocks will result in delays, either to Commercial Street or to Center Street.

TL:kw
10/73

# OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section
October, 1973
TRAFFIC SIGNAL TIMING DATA
Center Street at Commercial Street
Salem - Marion County

## 55-Second Cycle

| Street | Color | % | Cum. % | Time (Secs.) |
|---|---|---|---|---|
| Center St. (Main) | Green-Walk | 11 | 11 | 6.05 |
| Center St. (Main) | Green-Dont Walk | 38 | 49 | 20.90 |
| Center St. (Main) | Yellow-Dont Walk | 6 | 55 | 3.30 |
| Center St. (Main) | Red-Dont Walk | 45 | -- | 24.75 |
| Commercial St. (Cross) | Green-Walk | 15 | 70 | 8.25 |
| Commercial St. (Cross) | Green-Dont Walk | 24 | 94 | 13.20 |
| Commercial St. (Cross) | Yellow-Dont Walk | 6 | 0 | 3.30 |
| Commercial St. (Cross) | Red-Dont Walk | 55 | -- | 30.25 |

## 110-Second Cycle (P.M.)

| Street | Color | % | Cum. % | Time (Secs.) |
|---|---|---|---|---|
| Center St. (Main) | Green-Walk | 9 | 9 | 9.90 |
| Center St. (Main) | Green-Dont Walk | 52 | 61 | 57.20 |
| Center St. (Main) | Yellow-Dont Walk | 4 | 65 | 4.40 |
| Center St. (Main) | Red-Dont Walk | 35 | -- | 38.50 |
| Commercial St. (Cross) | Green-Walk | 9 | 74 | 9.90 |
| Commercial St. (Cross) | Green-Dont Walk | 23 | 97 | 25.30 |
| Commercial St. (Cross) | Yellow-Dont Walk | 3 | 0 | 3.30 |
| Commercial St. (Cross) | Red-Dont Walk | 65 | -- | 71.50 |

## 110-Second Cycle (A.M.)

| Street | Color | % | Cum. % | Time (Secs.) |
|---|---|---|---|---|
| Center St. (Main) | Green-Walk | 9 | 9 | 9.90 |
| Center St. (Main) | Green-Dont Walk | 65 | 74 | 71.50 |
| Center St. (Main) | Yellow-Dont Walk | 4 | 78 | 4.40 |
| Center St. (Main) | Red-Dont Walk | 22 | -- | 24.20 |
| Commercial St. (Cross) | Green-Walk | 8 | 86 | 8.80 |
| Commercial St. (Cross) | Green-Dont Walk | 10 | 96 | 11.00 |
| Commercial St. (Cross) | Yellow-Dont Walk | 4 | 0 | 4.40 |
| Commercial St. (Cross) | Red-Dont Walk | 78 | -- | 85.80 |

TL:du

8084 Wolf Cr. Sec., Sunset Hwy. 1974
NW of Portland
(Grading, paving & structures)

8084

P

**OREGON STATE**
**HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

March 3, 1976

U. S. National Bank of Oregon
PO Box 4412
Portland, OR 97208

Attention: Ella Anderson

Re: Cascade Construction Co.
Contracts: 8064, 8084, 8127,
8136, 8180, 8201

We received your safekeeping receipt # 206145, covering TCD 4 213726, $50,000. This replaces TCD 4 213552, $100,000 which has matured. The $50,000 TCD above, combined with TCD 4 21376, $250,000, which remains assigned to the Highway Division, is allocated as follows on contracts with Cascade Construction Co:

| Contract | Amount |
|---|---|
| 8127 | $193,000 |
| 8064 | 68,000 |
| 8136 | 20,000 |
| 8180 | 15,000 |
| Unallocated | 4,000 |
| Total | $300,000 |

V. E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl
cc: Cascade Construction Co.

B. C. J. Bond
R. Church
~~C. W. Head~~
C. Barrett
File Copy

**Cascade Construction Company, Inc.**
General Contractors
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421

March 1, 1976

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Janice Peterson

Gentlemen:

A time CD in the amount of $100,000 matured this date. Based upon our conversation, I have instructed the USNB Safekeeping Department to issue a new receipt as follows:

RECEIVED

| Contract | Amount |
|---|---|
| 8127 | $193,000 |
| 8064 | 68,000 |
| 8136 | 20,000 |
| 8180 | 15,000 |
| Unallocated | 4,000 |
| Total | $300,000 |

The amount pledged is supported as follows:

| | | |
|---|---|---|
| (1) | Receipt No. 205631 dated 12-30-75 | $250,000 |
| (2) | Receipt to be issued 3-1-76 | 50,000 |
| | Total required | $300,000 |

I appreciate your help in reducing the pledge required as cash becomes very dear in the spring.

Yours very truly,

CASCADE CONSTRUCTION COMPANY, INC.

Jon E. Morris

Jon E. Morris
Vice President

RECEIVED

JEM:mk

cc: USNB of Oregon
P. O. Box 4412
Portland, Oregon 97208
Attn: E. E. Koch, Safekeeping Officer

CONTROL COPY

**UNITED STATES NATIONAL BANK OF OREGON**
**SAFEKEEPING DEPARTMENT**

RECEIPT NO. 2Q6145

DATE March 1, 1976

DISPOSITION OF PROCEEDS
☒ CR. CKNG. Acc't 107-029
☐ CR. SVNG. Acc't
☐ Remit

For The Acct. of
Cascade Construction Company, Inc.
P.O. Box 4267
Portland, Oregon 97208

Assigned to Oregon State Highway Division

DEPOSITED BY: Time Deposits

| | |
|---|---|
| $50,000.00 | USNB of Oregon Nonnegotiable Time C/D 5%<br>Dated 3/1/76 Due 3/31/76<br>Interest at Maturity<br>CUSIP<br>Ctf. No. 4 213726 @ 50M; n/o Cascade Construction Co., Inc.<br>"Funds to be released to contractor only upon written notice to disburse from Oregon State Highway Division." |

77

RECEIVED

10-2099 6/75 ENV.

U.S. BANK

UNITED STATES NATIONAL BANK OF OREGON

MAIN BRANCH
321 S.W. SIXTH AVENUE
P.O. Box 4412, PORTLAND, OREGON 97208

March 2, 1976

Oregon State Highway Division
Highways Building
Salem, Oregon 97310

Attention: Janice Peterson

Gentlemen;

Enclosed find a copy of our Safekeeping Receipt #206145 covering $50,000.00 USNB of Oregon Nonnegotiable Time Certificate of Deposit in n/o Cascade Construction Company, Inc. which is assigned to the Oregon State Highway Division. This C/D represents portions on Contract #8127, Contract #8064, Contract #8136 and Contract #8180.

This C/D partially renews Safekeeping Receipt #205907 in the amount of $100,000.00 which matured on 3/1/76.

Very truly yours,

Jean Van Scoy

Jean Van Scoy
Safekeeping Department

J V S:ea
Enc
cc: Cascade Construction Company, Inc.

RECEIVED
3

8084

February 13, 1976

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

Gentlemen:

A post-final payment for $585.00 will be made to Cascade Construction Company, Inc., on Contract No. 8084 for work on the Wolf Creek Section of the Sunset Highway in Tillamook, Washington and Columbia Counties as soon as the warrant is prepared.

The total amount paid on this contract will be $1,151,144.70 including the post-final payment. Of the total $160.00 is for force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Cascade Construction Co., Inc.
P. O. Box 4267
Portland, OR 97208

Gerlinger, Arnold & Reger Co.
American Bank Building
Portland, OR 97205

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
E. L. Hardt

8084

1859

**OREGON STATE**
**HIGHWAY DIVISION**

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

February 4, 1976

U.S. National Bank of Oregon
PO Box 4412
Portland, OR 97208

Attention: Jean VanScoy

Re: Cascade Construction Co.
Contracts 8064, 8084, 8127, 8136, 8180

We received your safekeeping receipt No. 205907, covering TCD #4 213552, $100,000. This replaces TCD 4 210621, $100,000, which has matured.

There is no change in the amount deposited in lieu of retainage for Cascade Construction Company contracts.

Safekeeping receipt No. 205630 for the matured certificate is enclosed.

Vernon E. Skoog, Controller

by: ____________________
Janice Peterson
Contract Payments Executive

JP:njc

cc: Cascade Construction

bc: C. W. Head
J. Bond
R. Church
C. Barrett

US BANK

UNITED STATES NATIONAL BANK OF OREGON

MAIN BRANCH
321 S. W. SIXTH AVENUE
P.O. Box 4412, PORTLAND, OREGON 97208

January 30, 1976

Oregon State Highway Division
Highways Building
Salem, Oregon 97310

Attention: Janice Peterson

Gentlemen;

Enclosed find a copy of our Safekeeping Receipt #205907 covering $100,000.00 USNB of Oregon Nonnegotiable Time Certificate of Deposit in n/o Cascade Construction Company, Inc. which is assigned to the Oregon State Highway Division.

This C/D renews Safekeeping Receipt #205630 in the amount of $100,000.00 which matured 1/30/76.

Very truly yours,

Jean VanScoy

Jean VanScoy
Safekeeping Officer

JVS:ea

Enc.

cc: Cascade Construction Company

CUSTOMER COPY

**UNITED STATES NATIONAL**
**BANK OF OREGON**
**SAFEKEEPING DEPARTMENT**

RECEIPT NO. 205907

DATE 1/30/76

DISPOSITION OF PROCEEDS
☒ XX CR. CKNG. Acc't 107-029
☐ CR. SVNG. Acc't
☐ Remit

RECEIVED
FEB 03 1976
CONTRACT ACCOUNTING

For The Acct. of
Cascade Construction Company, Inc.
P.O. Box 4267
Portland, Oregon 97208

DEPOSITED BY: Time Deposit

| | |
|---|---|
| $100,000.00 | USNB of Oregon Nonnegotiable Time C/D 4.625%<br>Dated 1/30/76 Due 3/1/76<br>Interest At Maturity<br>Cert # 4 213552 @ 100M; H/O Cascade Construction Co., Inc.<br>CUSIP<br>"Funds to be released to contractor only upon written notice to disburse from Oregon State Highway Division." |

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

15-2490 4/75 ENV. 31-329 HEAD OFFICE PORTLAND

CUSTOMER COPY

**UNITED STATES NATIONAL BANK OF OREGON**
**SAFEKEEPING DEPARTMENT**

RECEIPT NO. 205907
DATE 1/30/76

DISPOSITION OF PROCEEDS
☒ CR. CKNG. Acc't 107-029
☐ CR. SVNG. Acc't
☐ Remit

RECEIVED
FEB 03 1976
CONTRACT ACCOUNTING

For The Acct. of
Cascade Construction Company, Inc.
P.O. Box 4267
Portland, Oregon 97208

DEPOSITED BY: Time Deposit

| | |
|---|---|
| $100,000.00 | USNB of Oregon Nonnegotiable Time C/D 4.625%<br>Dated 1/30/76 Due 3/1/76<br>Interest At Maturity<br>Cert # 4 213552 @ 100M; H/O Cascade Construction Co., Inc.<br>CUSIP<br>"Funds to be released to contractor only upon written notice to disburse from Oregon State Highway Division." |

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

18-2490 6/75 ENV. 31-320 HEAD OFFICE PORTLAND

8084

15

January 13, 1976

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington St.
Portland, OR 97205

Gentlemen:

On January 12, 1976, we wrote to you concerning release of final payment on Contract No. 8084 awarded to Cascade Construction Company, Inc., for work on the Wolf Creek Section of the Sunset Highway in Tillamook, Washington and Columbia Counties.

The total contract amount is $1,150,559.70 including $160 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Cascade Construction Co., Inc.
P. O. Box 4267
Portland, OR 97208

Carlinger, Arnold & Hager Co.
American Bank Building
Portland, OR 97205

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
E. L. Hardt

#8084

5

5

**OREGON STATE**
**HIGHWAY DIVISION**
HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

bc: C. W. Head
J. Bond
R. Church
C. Barrett
File

January 5, 1976

U. S. National Bank of Oregon
Main Branch
PO Box 4412
Portland, OR 92708

Attention: E. F. Koch

Re: Cascade Construction

We have received your safekeeping receipts 205630, covering TCD 4 210621, $100,000 and safekeeping receipt 205631, covering TCD 4 210622, $250,000, to be used in lieu of retainage on our contracts with Cascade Construction Co., Inc. These receipts replaced #204859, TCD 4 199166, $250,000, and #205356, TCD 4 207362,$140,000. Copies of the safekeeping receipts for the matured certificates are enclosed.

Please note that contract 8201 requires $15,209.47 in pledged deposits to cover the current retainage, reducing the unallocated portion of the certificates to $15,790.53.

The amounts of the current certificates pledged, the matured certificates, and the increase (decrease) deposited in lieu of retainage on each contract are as follows:

| Contract | Current Amount | Matured Amount | Increase (Decrease) |
|---|---|---|---|
| 8127 | $188,000.00 | $193,000.00 | ($ 5,000.00) |
| 8064 | 68,000.00 | 66,666.67 | 1,333.33 |
| 8084 | 5,000.00 | 58,333.33 | ( 53,333.33) |
| 8136 | 43,000.00 | 41,000.00 | 2,000.00 |
| 8180 | 15,000.00 | 15,000.00 | -- |
| 8201 | 15,209.47 | 16,000.00 | ( 790.53) |
| unallocated | 15,790.53 | -- | 15,790.53 |

Vernon E. Skoog
Controller

by

Janice Peterson
Contract Payroll Executive

Enclosure
cc: Cascade Constr. Co.

CUSTOMER COPY

8

**UNITED STATES NATIONAL**
**BANK OF OREGON**
**SAFEKEEPING DEPARTMENT**

RECEIPT NO. 205630

DATE December 30, 1975

DISPOSITION OF PROCEEDS

☒ CR. CKNG. Acc't 107-039
☐ CR. SVNG. Acc't
☐ Remit

For The Acct. of • Cascade Construction Company, Inc.
P.O. Box 4267
Portland, Oregon 97203

Assigned to Oregon State Highway Division

DEPOSITED BY: Time Deposit

| | | |
|---|---|---|
| $100,000.00 | USNB of Oregon Nonnegotiable Time C/D<br>Dated 12/30/75 Due 1/30/76<br>Interest at Maturity<br>Ctf. No. 4 210621 @ 100M; n/o Cascade Construction Co., Inc.<br>"Funds to be released to contractor only upon written notice to disburse from Oregon State Highway Division." | 5.25%<br>CUSIP |

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

**NOT NEGOTIABLE**

15-2499 4/75 ENV. 31-329 HEAD OFFICE PORTLAND

CUSTOMER COPY

**UNITED STATES NATIONAL**
**BANK OF OREGON**
**SAFEKEEPING DEPARTMENT**

RECEIPT NO. 205631

DATE December 30, 1975

DISPOSITION OF PROCEEDS
☒ CR. CKNG. Acc't 107-020
☐ CR. SVNG. Acc't
☐ Remit

For The Acct. of
Cascade Construction Company, Inc.
P.O. Box 4267
Portland, Oregon 97203

Assigned to Oregon State Highway Division

DEPOSITED BY: Time Deposit

| | | |
|---|---|---|
| $250,000.00 | USNB of Oregon Nonnegotiable Time C/D<br>Dated 12/30/75 Due 3/31/76<br>Interest at Maturity<br>Ctf. No. 4 210622 @ 250M; n/o Cascade Construction Co., Inc.<br>"Funds to be released to contractor only upon written notice to disburse from Oregon State Highway Division." | 5.625%<br>CUSIP |

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

18-2499 4/75 ENV. 31-370 HEAD OFFICE PORTLAND

8084 18

FORM E-1 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Wolf Creek

WEEK ENDING: 11/22/75

SECTION PREFIX: 5-1066

HIGHWAY: Sunset

COUNTY: Columbia, Tillamook, Washington

NAME OF JOB: Wolf Creek

KIND OF WORK: Grade, Pave, Structure

CONTRACTOR: Cascade Construction Co.

CONTRACT NUMBER: 8084

FEDERAL AID PROJECT NUMBER: RF-186(26)

DATE OF CONTRACT: 10/30/74

DATE WORK STARTED: 11/11/74

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS 225

WORK DAYS USED:

CALENDAR DAYS USED. 222

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 99

PROJECT AUTHORIZATION: $1,339,272.56

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $1,224,035.40

ENGINEERING AUTHORIZATION: $95,237.16

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 86

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,159,261.48

ENGINEERING COST TO DATE: $92,690.00

DATE PROJECT WAS COMPLETED: 9/25/75

ESTIMATED PERCENT: UNDERRUN 5 %

PERCENT OF AUTHORIZATION 97 %

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| 100 | 100 | 100 | 100 | 100 | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | 1.76 | 1.76 | | | 1.76 |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | 1.76 | 1.76 | | | 1.76 |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | 143,160 | 17,150 | | | 15,360 |
| TOTAL QUANTITIES CORRECTED TO DATE | 129,144 | 17,144 | | | 15,978 |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | 129,144 | 17,144 | | | 15,978 |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| BRIDGE NO. | 2027A | | | | | | |
| PERCENT | 100 | | | | | | |

| | | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|---|
| SUNDAY | 16 | Showers | | | |
| MONDAY | 17 | Overcast | | | |
| TUESDAY | 18 | Fair | | | |
| WEDNESDAY | 19 | Partly cloudy | | | |
| THURSDAY | 20 | Overcast | | | |
| FRIDAY | 21 | Fair | | | |
| SATURDAY | 22 | Partly cloudy | | | |

Routing
Keasey RECEIVED Richards
Bond Glenn
Jackmond NOV 24 1975 Berg
Harwood
Johnsen CONSTRUCTION
Walker SECTION

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY 16 | |
| MONDAY | |
| TUESDAY | |
| WEDNESDAY | |
| THURSDAY | |
| FRIDAY | |
| SATURDAY 22 | |

## REMARKS

Project complete. Third notification submitted. Semi-final estimate has been submitted.

This is the last report on this project.

CC [redacted]
FHWA
Region
File

SIGNED LOCATION Sylvan

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8284 11-7-75

## LETTER OF APPROVAL AND/OR AUTHORIZATION

| | | |
|---|---|---|
| FROM:<br>G. L. Green, Division Administrator<br>Salem, Oregon | PROGRAM NO. | [illegible]-186(26)<br>STATE PROJECT NO.<br>Wolf Creek Section |
| | | COUNTY NAME Columbia, Tillamook, Washington |
| | ITEM NO.<br>RF-24 | PROGRAM STAGE (Check)<br>☐ 1. ☐ 2. |

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 12 '75
REFER TO Coulter
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | ✓ |

| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER |
|---|---|---|
| 10-2-74 | 9-17-75 | ~~Primary Route 27~~<br>STATE ROUTE NUMBER<br>Primary Route 47 |

GENERAL LOCATION:

Sunset Highway

GENERAL DESCRIPTION OF WORK:

Furnish and install permanent signing

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of October 10, 1975 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 2 in the estimated amount of $3,000 - Federal Funds $2,350.

NOTED
H.S. COULTER

RECEIVED
NOV 13 1975
Office of
Assistant State Highway Engineer

11-13-75
[illegible]

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 11-7-75 | CR Burghardt | Division Administrator |

FORM PR-1240 (REV. 8-7[illegible]) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

DIVISION FILE COPY

OCT 6 1975

STATE

OREGON STATE HIGHWAY DEPARTMENT

# Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 2

Project Name Wolf Creek Date September 17 1975

Highway Sunset Contract No. 8084 F. A. Project No. RF-186(26)

County Tillamook, Washington & Columbia Prefix 5-1066 Account No. 276-02

**Description of Work To Be Done:**

To provide permanent signing

Approval Recommended as of 9-17-75

APPROVED EFFECTIVE DATE 9/16/75
Contingent upon modification of project agreement if additional funds are required
BY C R Burghardt
TITLE Asst Engr Coordinator
DATE 11/6/75
FEDERAL HIGHWAY ADMINISTRATION

**Location by Station Numbers:**

Throughout length of entire project
Sta. 1298+00 to Sta. 1391+00

**Estimate of Quantities and Costs:**

| | |
|---|---|
| Materials | $2,300.00 |
| Equipment | 200.00 |
| Labor | 500.00 |
| TOTAL= | $3,000.00 |

**Explanation:** To provide permanent signing throughout the entire project. There wasn't any provision for this work in the original authorization. This work has not yet started.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

| | |
|---|---|
| Project authorization | $1,339,272.56 |
| Present estimate of project cost, including $3,000.00 for work under this order | $1,297,259.17 |
| Expected under-run XXXXXXX (amount) | $42,013.39 |
| Expected under-run XXXXXXX (per cent) | 3.1% |

Space to right of this line is for use of Salem Office

Submitted by: J. W. Ghol Resident Engineer

Approval Recommended: Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approved: Robert A. Bond ~~Deputy State Highway Engineer~~, Assistant State Highway Engineer or ~~Office~~ Engineer.

Acct. Hwy. Engr.

State Printing

8084

43

STATE OF OREGON 1859

**OREGON STATE HIGHWAY DIVISION**

HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

October 29, 1975

Cascade Construction
PO Box 4267
Portland, OR   97208

Attention:  Jon Morris

At the request of the Resident Engineer, James W. Cochell, we have reduced the retainage requirement on our contract 8084 to $5,000.

Vernon E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: C. W. Head
J. Bond
R. Church

FILED
C. W. HEAD

Form 81-734-3122

8084

1859

**OREGON STATE**
**HIGHWAY DIVISION**
HIGHWAY BUILDING SALEM, OREGON 97310

**ROBERT W. STRAUB**
**GOVERNOR**

**F. B. KLABOE**
**Administrator and**
**State Highway Engineer**

BC: C. W. Head
J. Bond
C. Barrett
R. Church

October 2, 1975

U. S. National Bank of Oregon
PO Box 4412
Portland, OR 97208

Attention: E. F. Koch

We acknowledge receipt of your Safekeeping Receipt # 204859, TCD 4 199166, $250,000, to be used as a deposit in lieu of retainage on contracts with Cascade Construction Co., Inc. replacing matured CD's # 4 190442 (Safekeeping Receipt 204091, $125,000), #4 190452 (Safekeeping Receipt 204095, $30,000), and #4 190470 (Safekeeping Receipt 204110, $56,000). We are enclosing copies of the Safekeeping Receipts for the matured securities.

The current amounts being deposited in lieu of retainage, matured securities, and net increase on deposit on our contracts with Cascade Construction are as follows:

| Contract | Current Deposit | Matured Securities | Net Increase |
|---|---|---|---|
| 8064 | $66,666.67 | $66,666.67 | --- |
| 8084 | 58,333.33 | 58,333.33 | --- |
| 8127 | 84,000.00 | 45,000.00 | $39,000.00 |
| 8136 | 10,000.00 | 10,000.00 | --- |
| 8180 | 15,000.00 | 15,000.00 | --- |
| 8201 | 16,000.00 | 16,000.00 | --- |
| Total | $250,000.00 | $211,000.00 | $39,000.00 |

Vernon E. Skoog
Controller

By

Janice Peterson
Contract Payments Executive

JP:pl

cc: Cascade Const. Co.

Form 81-734-3122

US BANK

UNITED STATES NATIONAL BANK OF OREGON

MAIN BRANCH
321 S. W. SIXTH AVENUE
P.O. Box 4412, PORTLAND, OREGON 97208

September 29, 1975

Oregon State Highway Division
Highways Building
Salem, Oregon 97310

Attention: Dick Hacek

Gentlemen;

Enclosed find a photo copy of our Safekeeping Receipt #204859 on which is indicated the assignment to the Oregon State Highway Division.

The $250,000.00 C/D represents:

| | |
|---|---|
| Contract #8127 | $ 84,000.00 |
| Contract #8064 | 66,666.67 |
| Contract #8084 | 58,333.33 |
| Contract #8136 | 10,000.00 |
| Contract #8180 | 15,000.00 |
| Contract #8201 | 16,000.00 |
| | $250,000.00 |

If it is permissable for you to release the C/D's by phone when you are in receipt of new C/D please call us 225-5628.

Very truly yours,

E. F. Koch

E. F. Koch
Safekeeping Officer

EFK:ea
Enc

cc: Cascade Construction Company

RECEIVED
SEP 30 1975
HIGHWAY ACCOUNTING

CUSTOMER COPY

(24)

11

**UNITED STATES NATIONAL BANK OF OREGON**
**SAFEKEEPING DEPARTMENT**

Copy

RECEIPT NO. 204859

DATE 9/29/75

DISPOSITION OF PROCEEDS
☒ CR. CKNG. Acc't 107-029
☐ CR. SVNG. Acc't
☐ Remit

For The Account of:
Cascade Construction Co., Inc.
P. O. Box 4267
Portland, Oregon 97208

Assigned to Oregon State Highway Division

DEPOSITED BY: Time Deposit Dept

| | | |
|---|---|---|
| $250,000.00 | USNB of Oregon Nonnegotiable Time C/D | 6.75% |
| | Dated 9/29/75 Due 12/30/75 | CUSIP |
| | Interest at maturity | |
| | Cert #4 199166 @ 250M; n/o Cascade Construction Company, Inc. | |

Ella Anderson

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

8084 R

STATE OF OREG[illegible]
HIGHWAY DIVISION

INTERO[illegible]E MEMO

TO: ~~C. W. Head~~ R. Church
J. Bond C. Barrett

DATE: July 3, 1975

FROM: R. J. Hacek
Accounting Systems Officer

SUBJECT: Cascade Construction Co.
Contract 8084

TCD No. 4 190442, in the amount of $58,333.33, has been deposited in lieu of retainage on contract 8084. (USNB Safekeeping Receipt 204091).

This replaces USNB Safekeeping Receipt 202170 for a Certificate of Deposit which has matured. The amount of deposit remains the same.

A copy of the Safekeeping Receipt and transmittal letter will be filed, in the contract file, in the Commission and Staff Services office.

JP:pl

NOTED
C. W. HEAD

81-125-1367

CUSTOMER COPY

#4

**UNITED STATES NATIONAL**
**BANK OF OREGON**
**SAFEKEEPING DEPARTMENT**

COPY

RECEIPT NO. 204091

DATE 6/30/75

DISPOSITION OF PROCEEDS
☒ CR. CKNG. Acc't 107-029
☐ CR. SVNG. Acc't
☒ Remit

For The Account of • **Cascade Construction Co., Inc.**
**P.O. Box 4267**
**Portland, Oregon 97208**
Assigned to Oregon State Highway Division

DEPOSITED BY: **Dom Exch.**

**$125,000.00**

**USNB of Oregon Nonnegotiable Time C/D 5.875%**

**Dated 6/30/75 Due 9/29/75**

CUSIP

**Interest At Maturity**

**Cert #A 190442 @ 125M; N/O Cascade construction Co., Inc.**

D. Johnson

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

**NOT NEGOTIABLE**

[illegible] 4/74 [illegible] HEAD OFFICE PORTLAND

U.S. BANK

UNITED STATES NATIONAL BANK OF OREGON

MAIN BRANCH
321 S. W. SIXTH AVENUE
P. O. Box 4412, PORTLAND, OREGON 97208

July 1, 1975

Oregon State Highway Division
Highways Building
Salem, Oregon 97310

Attention: Dick Hacek

Gentlemen:

Enclosed find a photo copy of our Safekeeping Receipt #204091 and #204095 on which is indicated the assignment to the Oregon State Highway Division.

The $125,000.00 C/D represents contract #8064 and #8084 for Cascade Construction Company. The $30,000.00 C/D represents contract #8127 and #8136 for Cascade Construction Company.

Very truly yours,

E. F. Koch

E. F. Koch
Safekeeping Officer

EFK:ea
Encs

cc: Cascade Construction Company

#8084

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

# *Memorandum*

**DEPARTMENT OF TRANSPORTATION**
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: February 28, 1975

In reply refer to: 1041BR.1
XRef: 497.5

SUBJECT: Oregon Project RF-186(26)
Wolf Creek Bridge

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Mr. Harwood's December 24, 1974, letter requested our approval of using a sand A.C. mix as a membrane on the Wolf Creek Bridge. Your Materials Laboratory has indications that such a mix may produce a satisfactory sealing layer and we will approve its use on this project. Such a sand A. C. mix should be designed by the Materials Laboratory and careful field supervision exercised to insure that the recommended mix is placed. Resistivity measurements should be made after placement as outlined in Mr. Harwood's letter.

for G. L. Green

RECEIVED
STATE HWY ENG.
MAR 3 '75
REFER TO
Hunter
FOR
✓

cyarj

E. S. [illegible]

cc Koesey
Hart
3-4-75

RECEIVED
MAR 3 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8084

4

FORM 81-734-2080

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

January 24, 1975

Salem

FILE: CON

FROM: R. J. Hacek
Accounting Systems Off.

SUBJECT: Cascade Construction Co.
Contract 8064 & 8084

TO: C. W. Head   V. Gallagher
J. Bond   C. Barrett

Safekeeping Receipt No. 1482, issued for a $125,000.00 cash deposit in lieu of retainage on contract 8064, has been cancelled. The $125,000.00 cash deposit has been split to cover retainage on two contracts: $66,666.67 on contract 8064 (Safekeeping Receipt No. 1495) and $58,333.33 on contract 8084 (Safekeeping Receipt No. 1496).

Copies of the Safekeeping Receipts and transmittal letter will be filed, in the contract file, in the Administrative and Staff Services office.

JP:pl

## OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

A

№ 1496

**SAFEKEEPING RECEIPT**

Date Jan. 22, 1975

Received for Account of Cascade Construction Co.
P.O. Box 4267
Address Portland, Oregon 97208

| DESCRIPTION | BOND NUMBERS | QUAN. | DENOMI-NATION | THE FOLLOWING AND S.C.A. | | | PAR VALUE |
|---|---|---|---|---|---|---|---|
| | | | | Month | Day | Year | |
| USNB of Oregon Non Negotiable Time C/D<br>dated 12/30/74 Due 6/30/75<br>Cert. No 4176625 8.25%<br>U.S. Nat. Bank of Oregon, Portland, Ore. | 202170 | part | 58,333.33 | | | | 58,333.33 |
| | | | | | | | 58,333.33 |

Purpose of Deposit In lieu of retainage on State Highway Contract No. 8084

Authority ORS 279.575

Countersigned by

Deputy Cashier

State Treasurer

SPECIAL INSTRUCTIONS

5

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

January 23, 1975

Cascade Construction Company
Post Office Box 4267
Portland, Oregon 97208

Attn: Jon E. Morris

Gentlemen:

Reference your letter dated January 13, 1975, we have cancelled Oregon State Treasury safekeeping receipt number 1482, dated January 8, 1975, in the amount of $125,000.00, and per your instructions have issued the following two safekeeping receipts as shown:

| Type | Amount | Contract No. |
|---|---|---|
| T.C.D. | $ 66,666.67 | 8064 |
| T.C.D. | 58,333.33 | 8084 |
| Total | $125,000.00 | |

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Division, attn: Dick Hacek

RECEIVED
JAN 23 1975
FINANCE BRANCH
OREGON STATE HIGHWAY DIVISION

COPY

8084

# STATE COPY

Form Approved; O.M.B. No. 04-R2080

| | | |
|---|---|---|
| *TO BE COMPLETED BY FHWA*<br>MONTHLY TRANSACTION NO.<br>12-32 | U. S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>**FEDERAL-AID PROJECT AGREEMENT**<br>12-4-74 | STATE Oregon<br>COUNTY Tillamook, Washington, Columbia<br>PROJECT NO. RF-186(26) |

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 26, 12.5 mi. N.W. of Manning, S.W. 1.50 mi.
(Wolf Creek Section)

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 10-2-74 | 1.497 |

OTHER *(Specify)*

FUNDS Pro-rata 78.19%

| | |
|---|---|
| ESTIMATED TOTAL COST OF PROJECT<br>$1,297,960.00 | FEDERAL FUNDS<br>$1,014,874.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By E S Hunter

Assistant State Highway Engineer
*(Title)*

By ____________________

*(Title)*

By ____________________

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________ *(Division Engineer)*

for G. L. Green

Date executed by Division Engineer DEC 4 1974

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

# AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State request's Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division

Federal Aid Project
No. RF-186(26)

## WOLF CREEK SECTION

## SUNSET HIGHWAY IN TILLAMOOK, WASHINGTON & COLUMBIA COUNTIES

Salem, Oregon, November 14, 1974

Project agreement estimate.

Type Code 6203
Roadway (Sta. 1304+00 to Sta. 1383+02.33)

| | | | |
|---|---|---|---|
| Mobilization | All Required | | $ 97,725.00 |
| Temporary Protection and Direction of Traffic | All Required | | 10,000.00 |
| Temporary Signs | 460 sq.ft. | 6.00 | 2,760.00 |
| Temporary Barricades | 6 only | 100.00 | 600.00 |
| Temporary Continuous Rail Traffic Barrier, Reflectorized | 1,400 lin.ft. | 8.00 | 11,200.00 |
| Flagmen | 300 hr. | 14.00 | 4,200.00 |
| Clearing and Grubbing | All Required | | 41,000.00 |
| Removal of Structures and Obstructions | All Required | | 3,000.00 |
| Ditch Excavation | 330 cu.yd. | 3.00 | 990.00 |
| General Excavation | 143,160 cu.yd. | 0.95 | 136,002.00 |
| Trench Excavation | 850 cu.yd. | 7.00 | 5,950.00 |
| Finishing Roadbed and Slopes | All Required | | 2,700.00 |
| Obliteration of Roadway | 4,450 sq.yd. | 0.25 | 1,112.50 |
| Watering | 230 M-gal. | 10.00 | 2,300.00 |
| Bituminous Base Mixture | 17,150 ton | 11.75 | 201,512.50 |
| Asphalt in Bituminous Base Mixture | 950 ton | 72.00 | 68,400.00 |
| Aggregate Shoulders | 2,600 ton | 7.00 | 18,200.00 |
| Lime Treated Subgrade | 50,300 sq.yd. | 0.60 | 30,180.00 |
| Lime for Treated Subgrade | 570 ton | 75.00 | 42,750.00 |
| Class "B" or Class "C" Asphalt Concrete Mixture | 12,300 ton | 12.15 | 149,445.00 |
| Class "E" Asphalt Concrete Mixture | 3,060 ton | 16.00 | 48,960.00 |
| Asphalt Cement in Mixture | 1,020 ton | 72.00 | 73,440.00 |
| Portland Cement Additive in Class "E" Mixture | 30 ton | 50.00 | 1,500.00 |
| Asphalt in Tack Coat | 10 ton | 150.00 | 1,500.00 |
| 12-inch Culvert Pipe | 70 lin.ft. | 7.60 | 532.00 |
| 18-inch Culvert Pipe | 1,166 lin.ft. | 11.00 | 12,826.00 |
| 30-inch Culvert Pipe | 54 lin.ft. | 14.00 | 756.00 |
| Extra for Pipe Under Pavement | 390 lin.ft. | 6.50 | 2,535.00 |
| Concrete Inlets, Type G-2 | 14 only | 280.00 | 3,920.00 |

| | | | |
|---|---|---|---|
| 6-inch Drain Pipe | 1,870 lin.ft. | 3.50 | 6,545.00 |
| Special Filter Material in Drains | 280 cu.yd. | 27.00 | 7,560.00 |
| Guard Rail, Type 2A | 6,025 lin.ft. | 8.50 | 51,212.50 |
| Guard Rail, Type 3 | 100 lin.ft. | 20.00 | 2,000.00 |
| Guard Rail, Anchors, Type 1 | 9 only | 250.00 | 2,250.00 |
| Guard Rail, Anchors, Type 2 | 1 only | 200.00 | 200.00 |
| Rail End Pieces, Type B | 1 only | 50.00 | 50.00 |
| Rail End Pieces, Type C | 9 only | 125.00 | 1,125.00 |
| Extra for Asphalt Approaches | 6 only | 200.00 | 1,200.00 |
| Paved Culvert End Slopes | 125 sq.ft. | 4.80 | 600.00 |
| Loose Riprap, Class 700 | 585 cu.yd. | 15.00 | 8,775.00 |
| Guide Posts | 70 only | 10.00 | 700.00 |
| Roadside Seeding and Mulching | 18 acre | 500.00 | 9,000.00 |
| | | | $1,067,213.50 |

Anticipated Items

| | | |
|---|---|---|
| Slide Correction | All Required | $ 10,000.00 |
| Permanent Pavement Striping | All Required | 700.00 |
| Stage Construction Striping | All Required | 1,000.00 |
| Temporary Erosion Control | All Required | 2,500.00 |
| On the Job Trainees (2 @ $800) | All Required | 1,600.00 |
| | | $ 15,800.00 |

| | |
|---|---|
| Subtotal | $1,083,013.50 |
| Engineering | 108,300.50 |
| Total | $1,191,314.00 |

Type Code X080

N. Fork Wolf Creek Bridge (Sta. 1381+92.08 to Sta. 1382+82.33)

| | | | |
|---|---|---|---|
| Alterations to Existing Structure | All Required | | $ 15,000.00 |
| Shoring, Cribbing, etc. | All Required | | 7,500.00 |
| Structural Excavation | 130 cu.yd. | 10.00 | 1,300.00 |
| Structural Excavation Below Elevation Shown | 15 cu.yd. | 20.00 | 300.00 |
| Furnish HP 10x42 Steel Piling | 250 lin.ft. | 11.00 | 2,750.00 |
| Drive Steel Piles | 10 only | 200.00 | 2,000.00 |
| Splice Steel Piles | 3 only | 75.00 | 225.00 |
| Structural Concrete, Class 3,300 (95 c.y. @ $125) | All Required | | 15,200.00 |
| 4'x25'/30' Prestressed Slabs | 18 only | 1,013.00 | 18,234.00 |
| 4'x35'/40' Prestressed Slabs | 9 only | 1,423.00 | 12,807.00 |

| | | | |
|---|---|---|---|
| Reinforcement (17,800 lbs.) | All Required | | $ 8,900.00 |
| Reinforced Concrete Bridge End Panels | 283 sq.yds. | 45.00 | 12,735.00 |
| | Subtotal | | $ 96,951.00 |
| | Engineering | | 9,695.00 |
| | Total | | $ 106,646.00 |

Length of Roadway - - - - - - - 1.480 Miles
Length of Structure - - - - - - 0.017 Mile
Total - - - - - - - - - - - - - 1.497 Miles
Cost of Roadway Per Mile - - - $804,941.89

## Retained in Program

| | | |
|---|---|---|
| Membrane Waterproofing | All Required | $ 9,500.00 |

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Roadway | $1,191,314.00 | $ 931,488.00 | $259,826.00 |
| Structure | 106,646.00 | 83,386.00 | 23,260.00 |
| Subtotal | $1,297,960.00 | $1,014,874.00 | $283,086.00 |
| Retained in Program | 9,500.00 | 7,428.00 | 2,072.00 |
| Total | $1,307,460.00 | $1,022,302.00 | $285,158.00 |

Group 1 100%

Contract No. 8084

Prefix 5-1066

Columbia Co. 41%
Tillamook Co. 44%
Washington Co. 15%

## WOLF CREEK SECTION

## NONPARTICIPATING-STATE WORK

| | | |
|---|---|---|
| State Responsiblity for Damages | All Required | $ 1,000.00 |

8084

October 31, 1974

Cascade Construction Company, Inc.
P. O. Box 4267
Portland, OR 97208

Gentlemen:

The Oregon Transportation Commission on October 29, 1974, accepted your proposal for work on the Wolf Creek Section of the Sunset Highway in Tillamook, Washington and Columbia Counties for the sum of $1,164,164.50. The Commission referred your bid to the Administrator of Highways with authority to award the contract as soon as approval of the Federal Highway Administration is received.

Approval has been received and the Administrator of Highways on October 30, 1974, awarded you the project, which has been assigned Contract No. 8084.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

C. W. Head
COMMISSION SERVICES

js

bc Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle & Portland
C. T. Kessey
Vince Gallagher
Walt Hart
E. L. Hardt
Jim Coshall
Wm. Geibel (SAIF)

8084 10-23-74

U. .. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: RF-186(26

STATE PROJECT NO.: WOLF CREEK SECTION

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.:

ITEM NO.: RF-24

COUNTY NAME: COLUMBIA, TILLAMOOK & WASHINGTON

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:
MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

YENG
24 '74
REFER TO Hunter
FOR

| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER |
|---|---|---|
| OCTOBER 2, 1974 | OCTOBER 2, 1974 | PRIMARY ROUTE 27 |
| | | STATE ROUTE NUMBER |
| | | PRIMARY ROUTE 47 |

NOTED
E. S. HUNTER

GENERAL LOCATION:
SUNSET HIGHWAY

GENERAL DESCRIPTION OF WORK:
/CONSTRUCTION OF HIGHWAY, ROADBED GRADING, LIME-TREATED SUBGRADE, PLANT MIX BITUMINOUS BASE AND ASPHALT CONCRETE PAVEMENT. WIDENING OF ONE STRUCTURE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (*Specify*)
SLIDE CORRECTION $10,000
PERMANENT PAVEMENT STRIPING $700
STAGE CONSTRUCTION STRIPING $1,000
TEMPORARY EROSION CONTROL $2,500
ON THE JOB TRAINING $1,600

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH THOSE ITEMS LISTED ABOVE AS SHOWN IN YOUR ESTIMATE.

MR. RULIEN'S SEPTEMBER 30, 1974 REQUEST AND CERTIFYING STATEMENTS ARE ACCEDPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

10-28-74
ORIGINAL TO
L.W. Rulien
w/att.

RECEIVED
OCT 25 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 10-23-74 | | for DIVISION ENGINEER |

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) [illegible] USED

8084

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

# *Memorandum*

**DEPARTMENT OF TRANSPORTATION**
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: October 15, 1974

In reply refer to: 1041BR.1

SUBJECT: Oregon Project RF-186(26)
Wolf Creek Bridge Widening - #2027A

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The addition of a waterproof membrane for the Wolf Creek Bridge as discussed in Mr. Wallace's October 10 letter by an Extra Work Order is approved.

For G. L. Green

NOTED
E. S. HUNTER

cc:
OSHD (W. Hart)

16'74
REFER TO Hunter
FO
LIT IX

10-17-74
cc: Ruben
Skoog
Swenson
Hart

RECEIVED
OCT 17 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8084

Bridge 2027A

**OREGON STATE HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

October 10, 1974

Mr. Glen Green
Division Engineer
Federal Highway Administration

Dear Mr. Green:

Wolf Creek Section
Sunset Highway
Bridge 2027A

Your office requested that we investigate the cost of a waterproofing membrane on the Wolf Creek Bridge widening. Our estimate of cost is $9,500.

If you wish to have the waterproofing membrane added to the project, we propose to do this as an extra work item. The additional cost would be included in the contract authorization.

The project will be advertised on the October 24, 1974 bid opening.

Very truly yours,

Walter J. Hart
Bridge Engineer

L. L. Wallace
Bridge Design Engineer

LLW:dh

cc E. S. Hunter
L. W. Rulien
V. E. Skoog
C. G. Swenson

NOTED
E. S. HUNTER

RECEIVED
OCT 11 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

September 24, 1974

TO Executive Department
Federal Aid Coordination Unit

FROM
L. W. Rulien
Project Management Engineer

SUBJECT Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following Rural Primary project.

| Item No. | Project No. | Section Name & PNRS No. |
|---|---|---|
| 24 | RF-186(26) | Wolf Creek # 7402-2-050 |

Enc.

JG:dg

bc D. E. Swan
B. L. Gifford

8084

September 24, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. RF-186(26)

We are submitting program data for one Rural Primary project, Item No. 24, Project No. RF-186(26), "Wolf Creek Section", which we desire to have included in the Federal-aid Rural Primary Highway Program.

It is our intention to receive bids for this project on October 24, 1974.

One copy each of State Clearinghouse and District 2 Clearinghouse A-95 review was previously submitted under our letter of September 6, 1974; Subject "Location/Design Approval, Rock Creek-Nehalem Section".

The Notice of Intent was submitted to District 1 Clearinghouse on February 1, 1974 and since the Notice of Intent has lain before the District Clearinghouse more than 30 days without action, it is assumed that no adverse review or comments will be received.

Enc.

JG:dg

Budget Bureau No. 41-R2067

U.S.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

9-24-74

## FEDERAL-AID PROGRAM DATA

(PPM 21-1)

| CARD | REPORT NUMBER | PROJECT LOCATION (45 typewriter spaces) | ADT | PRESENT | FUTURE | YEAR | REGION | STATE NAME |
|---|---|---|---|---|---|---|---|---|
| 2 | 1<br>(19) (20) | US 26, 12.5 mi. NW of Manning, SW 1.50 mi.<br>21 65 | | 3,100* | 5,900<br>(66) (70) | 94<br>(71) (72) | 10 | Oregon |

| CARD | CHARACTER OF PROPOSED WORK (35 typewriter spaces) | NATL. FOREST | FH ROUTE NO. | HWY AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER PREFIX LETTER(S) | PROJECT NUMBER NUMBER |
|---|---|---|---|---|---|---|---|---|---|---|
| 3 | 28 Gr., Dr., High-Type Pave, 1 Bridge 62 | (63) (65) | | | | | (72) (73) | (74) (75) | 14 RF- 23 | 7 186 |

| CARD | CLASS OF FEDERAL FUNDS | COUNTY NAME | CODE |
|---|---|---|---|
| 4 | Rural Primary | Columbia, Tillamook & Washington | 009<br>057<br>06 |

| NAME OF URBAN AREA | ROUTE NO. | FEDERAL-AID | STATE | U.S. |
|---|---|---|---|---|
| 17-31 -- | P | 27 (32) | 47 (36) | (37) 26 |

| CARD | LINE NO. | CHANGE CODE | PROJECT CODE | CLASS | WORK TYPE | WORK STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (14-15) | (16 | 41 | 42 | 43 46 | 53 | | (54) (58) | (59) (66) | (67) (76) | | |
| 5 | | | | | PE | | US 26, 12.5 mi. NW of Manning, SW 1.50 mi. | | | | | |
| 5 | | | | | ROW | | | | | | | |
| 5 | | | | | CONST (code)<br>6203<br>X080 | | "Wolf Creek Sec." | 1.50 | 1,475,000 | 1,153,300 | 321,700 | |

| CARD | CODE | PREPARED BY | PROJECT TOTALS | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS |
|---|---|---|---|---|---|---|---|---|
| 1 | 1 | | | 1.50 | 1,475,000 | 1,153,300 | 321,700 | |
| 1 | 14 | PROGRAM APPROVAL DATES | | | (16) (23) | (24) (31) | | |

REMARKS
Additional Data: Item No. 121; P

*DHV is 750

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

# FEDERAL-AID PROGRAM DATA

(PPM 21-1)

9-24-74

OJECT LOCATION (43 typewriter spaces): S 26, 12.5 mi. NW of Manning, SW 1.50 mi.

| ADT | PRESENT | FUTURE | YEAR | REGION | STATE NAME | STATE CODE | APPN CODE | ITEM NO. |
|---|---|---|---|---|---|---|---|---|
| | 3,100* | 5,900 | 94 | 10 | Oregon | 41 | 075 | 24 |

| G WORK (35 typewriter | NATL. FOREST | [illegible] | [illegible] | [illegible] | [illegible] | EMERG. YR. | PL. AUTH YR. | PROJECT NUMBER PREFIX LETTER(S) | PROJECT NUMBER NUMBER | PROJECT NUMBER SEQ. NO. | I. Projects Only POST MI. | I. Projects Only DESIG. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ype Pave, 1 Bridge | | | | | | | | RF- | 186 | (26) | | |

Rural Primary

--

| COUNTY NAME | | CODE |
|---|---|---|
| Columbia, Tillamook & Washington | 009<br>057 | 067 |

| ROUTE NO. | FEDERAL-AID | STATE | U.S. |
|---|---|---|---|
| P | 27 | 47 | 26 |

PROGRAM STAGE ☐ 1 OR ☒ 2

| WORK TYPE | STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|---|---|---|
| PE | | US 26, 12.5 mi. NW of Manning, SW 1.50 mi. | | | | | | Gr., Dr., 4-12' lanes H.T. pave with 4' shldrs. and 2' median. Widen ext'g. Br. to HC 60' and L. 90'. |
| ROW | | | | | | | | |
| ONST (code)<br>6203<br>X080 | | "Wolf Creek Sec." | 1.50 | 1,475,000 | 1,153,300 | 321,700 | | ROW - 400' min.; Access control - none; Parking restrictions - none. |
| | | PROJECT TOTALS | 1.50 | 1,475,000 | 1,153,300 | 321,700 | | |

PROVAL DATES

REMARKS
Additional Data: Item No. 121; Project No. F-186(15)

*DHV is 750

-over-

USCOMM DUSCOMM-DC 48808-P61

## WOLF CREEK SECTION
## Project No. RF-186(26)

**REMARKS:** Continued

Existing Facility:
Roadway - - - - - Two 12-foot travel lanes, bituminous concrete surface, with 6-foot shoulders.
Structure - - - - N. Fk. Wolf Cr.; Br. No. 2027; 90' RCDG; HC 26'; H-15 loading.

Adjacent Sections: Roadway same as existing.

Project Data: The work consists of grade, drain and high-type pave four 12-foot lanes with 4-foot paved shoulders and a 2-foot median. Widen N. Fork Wolf Creek Bridge to horizontal clearance of 60' 4-3/4" using prestressed concrete slab deck (Br. No. 2027A) with a length of 90' 3-1/2" on centerline.

System Action, Railroads, Airports, Water Development, Historical and Recreational Areas: None involved.

PPM 90-1 Requirements: Negative Declaration concurred in by FHWA on May 13, 1974.

IM 50-1-70 Requirements: State Clearinghouse and District 2 Clearinghouse reply to A-95 review dated March 1, 1974 and April 22, 1974, respectively.

The Notice of Intent was sent to District 1 Clearinghouse on February 1, 1974, and said notice has lain before District 1 Clearinghouse for more than 30 days without action and it is therefore assumed that no adverse review or comments will be received.

Public Hearings: Corridor/design held July 2, 1974. Certification required by Section 128 "Public Hearings", of Title 23, U.S.C. was made under our letter of August 30, 1974.

Design Approval: Granted for Rock Creek-Nehalem Section, RF-181(-), by FHWA under memorandum dated September 17, 1974, of which this project is the middle unit.

Unusual Circumstances: It is possible that the specifications for this project will require the contractor to utilize two mandatory disposal sites for depositing the excess excavated material. If mandatory disposal sites are specified, justification for mandatory use of the sites will be submitted as a separate action.

NOTE: (1) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

(2) This project is in Congressional District No. 1.

Data for PR-37:
Roadway Type Code 6203 - - - - - Est. Cost $1,365,000
Structure Type Code X080 - - - - Est. Cost $ 110,000
Tillamook County - - - - 49%
Washington County - - - 3%
Columbia County - - - - 48% (plus structure)

8084

Form #1-734-3000

## OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

May 22, 1974

ORIGINAL SIGNED
R.W. ELLISON

**FROM:** R. W. Ellison
Bridge Administration Engineer

**TO:** Memo to the File

SUBJECT:
Wolf Creek Bridge Widening
Wolf Creek Section
Sunset Highway
Bridge 2027A
Preliminary Plans-in-hand Review

Tracer
Con 19-1
Wolf Cr

On May 20, 1974, I participated in a preliminary plans-in-hand review of the subject project using plans stamped "Advance Plans, May 14, 1974, Do Not Use for Construction".

In attendance were Herb Schell, Bob Pillsbury, and Hank Steinbrugge of the FHWA.

Large piles of riprap were found to exist around the columns of bent 3 of the existing structure. These piles reduced the waterway under the structure and appear to have caused slight erosion of the bank adjacent to bent 2. Contract for widening this structure should include funds for proper installation of riprap at this location.

It appears that the footings for the existing bridge are probably founded in bedrock. The plans for the widening work indicate the footings will be placed several feet deeper than the footings for the existing bridge. Due to the close proximity of these footings, it appears that a problem of undermining the existing footings could be caused at the time the widening is built. Provision should be made to eliminate this.

It appears there is approximately 4" of AC wearing surface on the existing structure.

RWE:dh

cc H. A. Schell
E. S. Hunter
V. D. Wolfe
L. L. Wallace

RECEIVED
MAY 23 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

Form FHWA 121 (Rev. 5-73) 8084

UNITED STATES GOVERNMENT

*Memorandum*

**DEPARTMENT OF TRANSPORTATION**
FEDERAL HIGHWAY ADMINISTRATION
Box 300

DATE: May 10, 1974

In reply refer to: 10-41.71

SUBJECT: Oregon Project F-186(-)
Wolf Creek Bridge Widening - #2027A

FROM: G. L. Green, Division Engineer

TO: Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. E. S. Hunter, Asst State Highway Engineer

Mr. Hart's May 8 letter satisfactorily answers our previous comments and we now approve the preliminary plans for this structure.

G. L. Green

5-14-74
Copy Hart

NOTED
E. S. HUNTER

NOTED
[illegible]

RECEIVED
STATE HWY ENGR
MAY 14 74
REFER TO
Hunter

FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | X | |

RECEIVED
MAY 14 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8084

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

May 8, 1974

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
Salem, OR

NOTED
E. S. HUNTER

Attention Mr. H. A. Schell

Dear Mr. Green:

Wolf Creek Bridge Widening
Wolf Creek Section, Sunset Highway
Tillamook, Washington, and Columbia Counties
Bridge No. 2027A

Please refer to your letter of April 26, 1974 concerning this structure.

We have reviewed our estimates of cost and we do not feel that they are out of line. A few points of clarification, however, might be in order on the culvert alternate estimate.

1. As noted in our letter, the estimate included roadway fill and paving items out to the same station limits as the existing structure.

2. The April 3, 1974 hydraulic report quoted an estimate of $34,700 for the super span. This estimate did not include costs for gabion structures, headwalls, embankment, surfacing or guardrail. The concrete thrust blocks and footing quantities were combined with the concrete headwall quantities on our estimate and the unit price was raised slightly over that in the hydraulic report. It will also be noted that reinforcing was not estimated in the price quoted in the hydraulic report. If it was included with their concrete price, the concrete price was not adequate. We did include a separate item for reinforcing steel in our culvert estimate.

RECEIVED
MAY 8 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

We have reviewed the placement of the longitudinal deck joint between the existing and proposed widening. In reviewing this problem we had the following two structures investigated:

1. Canyon Creek on the Woodburn-Estacada Highway.

2. Clear Creek on the Woodburn-Estacada Highsay.

Plan and elevation and section drawings of these two structures are attached for your reference.

As it will be noted, both of these structures were widened with prestress slab spans and are of a span arrangement similar to, or greater than that of the Wolf Creek Structure. Regional field personnel inspected both of these structures during the last few days and could find no evidence of joint location. The Canyon Creek structure has been in service for approximately 14 months and the Clear Creek structure for approximately six months. It appears that live load deflection in this approximate span range is minimal and not a problem.

Also enclosed is a letter from the Fish Commission, dated January 15, 1974, in which they are quite concerned with excavation and encroachment into the South Fork Wolf Creek Channel. The culvert alternate gabions or wingwalls would present a problem in this area as excavation would be required to arrive at a stable wall that would not undermine during flood conditions.

Based on the above, it is requested that this be reviewed and approval given for the widening alternate. During the final design we will locate the longitudinal joint in the most favorable place in relation to traffic that is possible. If additional information is required, please contact us.

Very truly yours,

ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Bridge Engineer

DOC:dh
Enclosures

cc E. S. Hunter
L. W. Rulien
R. L. Lenz

8084

**WILDLIFE COMMISSION**

**OFFICE OF THE DIRECTOR**

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

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JAMES W. WHITTAKER, Member

JOHN W. McKEAN
Wildlife Director

cc: ~~E. S. Hunter~~
L. W. Rulien
W. J. Hart
Robert E. Royer
C. G. Swenson
F. E. Terpin
George Wills
E. L. Hardt (2)

cc's sent 5-10-74

May 8, 1974

NOTED
E. S. HUNTER

RECEIVED
MAY 10 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Mr. J. H. Versteeg
Road Design Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Hal:

The Wildlife Commission staff has completed its review of preliminary plans for the Wolf Creek Section, Sunset Highway, Columbia County Project. Wolf Creek is used for spawning and rearing by both salmon and steelhead.

The designed flood capacity for the new channel is somewhat less than the recorded maximum flow. This fact would concern our agency only if flood damage would cause undue erosion resulting in increased turbidity and subsequent sedimentation. We would ask the Highway Division to consider this point.

Recommendations designed to minimize conflicts with aquatic resources during construction will be included in the Division of State Lands fill/removal permit. Our comments to the Division will include:

1. No operation of equipment in the active flowing stream from October 1 to June 1.
2. The face of the fills should be protected by clean, nonerodible rock from an upland source.
3. Operation of equipment in the active flowing stream should be held to an absolute minimum.

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
MAY 10 1974
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up __/__/__
Other

4. Freshly poured concrete should not be allowed to come in contact with the active flowing stream.

If we may be of any further assistance, please call.

Sincerely,

Jim Lauman

Jim E. Lauman, Biologist
Environmental Management Section

JEL:lo
cc Fish Commission of Oregon

8084

**FISH COMMISSION**

**OFFICE OF THE DIRECTOR**

**307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, OREGON • 97201**

TOM McCALL
GOVERNOR

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McKEE A. SMITH
Member
THOMAS E. KRUSE
State Fisheries Director

cc: ~~E. S. Hunter~~
L. W. Rulien
W. J. Hart
Robert E. Royer
C. G. Swenson
F. E. Terpin
George Wills
E. L. Hardt (2)

cc's sent 5-8-74

May 6, 1974

NOTED
E. S. HUNTER

Mr. J. H. Versteeg
Road Design Engineer
Oregon State Highway Division
Salem, Oregon 97310

Dear Mr. Versteeg:

We have received the advance plan sheet of the Wolf Creek bridge widening proposal transmitted by your letter of April 22, 1974.

On January 7, 1974 we accompanied Mr. W. J. Scofield on an early planning stage field review of the proposal. Enclosed is a copy of our comments and recommendations to Mr. Scofield regarding the fishery safeguards on both the Wolf Creek Bridge and the East Timber Intersection proposals resulting from our discussion and observations in the field. This letter still represents our views on the two proposals.

Sincerely,

Burt Carnegie

BURT CARNEGIE
FISH PASSAGE SPECIALIST

Enclosure

cc Bureau of Sport Fisheries and
Wildlife, Hankla
Oregon Wildlife Commission

RECEIVED
MAY 8 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Versteeg
A. Olson
Terpin
Trout

MAY - [illegible] 1974
ROAD
DESIGN
SECTION

Requires Reply ☐
Approval ☐
☐
☐
Other

January 15, 1974

Mr. W. J. Scofield, Resident Engineer
Oregon State Highway Division
Post Office Box 02157
Portland, Oregon 97202

Dear Willard:

SUNSET HIGHWAY
MP 33.5 TO MP 35.0 (WOLFE CR.)
AND EAST TIMBER INTERSECTION TO MP 39.1

This letter reflects our observations and discussions with you along the site on the above titled project on January 7, 1974.

Regarding the Nehalem River crossing at Timber Junction, you pointed out that a concrete retaining wall will be required on the left bank downstream from the bridge widening because of the high skew angle of the piers.

Also the bridge will be widened approximately 12 feet on each side and the new piers will be in line and at the same skew as the existing ones. We noticed the existing piers were just in the water on the shoreline, thus the new piers as well as the retaining wall could be constructed out of the stream during the low summer flows. If work is required in the stream, it should be done between June 1 and October 1.

At the Wolfe Creek crossing you indicated all of the widening will be on the opposite side of the road from the stream (originally a channel change) except for short sections at the upper end which will encroach on the stream bed due to a higher shoulder and flatter fill slope. You also indicated though that road alignment was moved away from the streamside as much as possible. As you know we prefer that there be no stream encroachment but when required we normally request that the stream be widened on the opposite side, to maintain the full width. In this instance however we think it would be more detrimental to widen the stream on the opposite bank and lose the shade effect from the large trees along the banks. The stream bed in this area is solid rock and placing protective riprap along the bank will probably create better conditions than now exist. We recommend therefore that the fill and riprap be brought up on the steepest slope possible to minimize stream encroachment. Work on the stream shall be confined to the same time as on the Nehalem, June 1 to October 1.

Regarding the disposal sites which are located above the channel change and behind the sand shed, we approve them provided they are able to meet the conditions you stipulated on the site:

1. Leave natural berm between stream and fill area.
2. Level off material and seed mulch the ground to minimize erosion and provide better aesthetics.

We appreciate the opportunity to review the site with you in the early planning stages. If we can be of further assistance, please contact us.

Sincerely,

BURT CARNEGIE
FISH PASSAGE SPECIALIST

cc Oregon Wildlife Commission
bc Walters
WRA

CARNEGIE:MM

8084

Form FHWA-121 (Rev. 8-73)

UNITED STATES GOVERNMENT

# *Memorandum*

**DEPARTMENT OF TRANSPORTATION**
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 26, 1974

In reply refer to: 10-41.71

SUBJECT: Oregon Project F-186(-)
Wolf Creek Bridge #2027A

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. E. S. Hunter, Asst State Highway Engineer

NOTED
E. S. HUNTER

Hart
Pls reply.
5-1-74

Mr. Hart's April 18 memorandum transmitted preliminary plans and hydraulic data for upgrading this structure.

We believe the culvert alternate estimate is at least $20,000 high and suggest that you recheck your figures. If the cost could be reduced sufficiently we would favor the culvert for the following reason.

We are concerned about the placement of the longitudinal deck joint between the existing and new bridges. As proposed, this joint will fall in the wheel track of the inside lane. The two types of structure will not deflect the same amount and the joint will work. It will be impossible to maintain an acceptable wearing surface at the joint. The solution is to move the joint to a better location.

Cutting more deck overhang off the existing bridge and placing the new precast units against the existing girders would move the joint to the center of the lane.

Our recommendation is to move the joint to the edge of the lane near the median line. This could be accomplished by removing the existing rail section down to the deck level on the existing bridge and using that area for additional roadway. The concrete is to be paved over anyway. This would get the joint almost out of the lane. Several more inches could be obtained by cantilevering the new GM rail on the outside.

(more)

[illegible]
A. E. [illegible]

RECEIVED
APR 30 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
APR 29 '74
REFER TO
Hunter
FOR
Info ☐ Inves ☐ R/D ☐ D/R ☐ Sign ☐ Act ☑ File ☐

5-1-74
original to
Walt Hart
to answer.

RECEIVED
APR 29 1974
OFFICE
DIRECTOR of TRANSPORTATION

We will defer final action on this submission until after we receive the foundation data and your reply to the foregoing comments.

For J. Haskell
G. L. Green

8084

**OREGON STATE**
**HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

April 18, 1974

TO Mr. Glen Green
Division Engineer
Federal Highway Administration
477 Cottage St. NE
Salem, Oregon 97308

NOTED
E. S. HUNTER

LTER J. HAR

FROM
Walter J. Hart
Bridge Engineer

SUBJECT Wolf Creek Bridge Widening
Wolf Creek Section
Sunset Highway
Tillamook, Washington & Columbia Counties
Bridge No. 2027A

Attached are two prints each of Drawings 29723, 29556, 6521, 6522 and 6313 which are the preliminary plan and elevation sheet, vicinity map and existing structure drawings respectively. Also attached are estimate sheets for the proposed structure, for an alternate structure, and a copy of the hydraulics report.

The foundation report is being prepared and will be forwarded as soon as it is available.

The alternate structure reviewed for this location was a 28'-9"x10'x3" x93' super span low profile arch on concrete footings. The estimate for this proposal included roadway fill and paving items out to the same station limits as the existing structure. This alternate was not chosen because of the substantial difference in cost between this replacement alternate and the proposed widening.

RECEIVED
APR 19 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

The preliminary plan being submitted to you for approval calls for cast-in-place footings, columns, and cross beams. It is anticipated that the final design will also provide an alternate for precast columns, cross beams, and traffic rail.

This project is presently scheduled for the October 24, 1974 bid letting. Please return one print with your comments and/or approval noted thereon. The estimated cost of this proposal is $80,000, based on approximate quantities and a 20% allowance for engineering and contingencies.

DOC/ag
Attachs.

cc E. S. Hunter
V. E. Skoog
L. W. Rulien
J. H. Versteeg w/20 prints Dwg. 29723
R. L. Lenz w/1 print Dwg. 29723
J. E. Chidsey w/1 print Dwg. 29723

8084

# OREGON STATE HIGHWAY DIVISION
## LOCATION SECTION
## SOILS AND GEOLOGY UNIT
## PROJECT BASE DESIGN

Section: M.P. 33.5 - M.P. 35.0 (Wolf Creek)
Highway: Sunset (FAR 27)
County: Tillamook, Columbia, and Washington
Prefix: 5-1403

Res. Engr.
Approx. Length 1.5± miles
~~M.~~ M.P. 33.5± to ~~M.~~ M.P. 35.0±
Date December 4, 1973

Mean Truck A.D.T. 400
Traffic Coefficient 9.1
18 kip s. a. per day 138.0
(1)

Annual Precipitation 42"± (Timber)
Frost Penetration - - - -
CBE Total Requirement 29.5"

*Typical Soil*

| | |
|---|---|
| 47 | LL |
| 13 | PI |
| 92 | %P 10 |
| 83 | %P 200 |
| 8 | % Gravel |
| 3 | % C Sand |
| 6 | % F Sand |
| 48 | % Silt |
| 35 | % Clay |
| 8 | R Value |
| A-7-5 | AASHO Classif. |

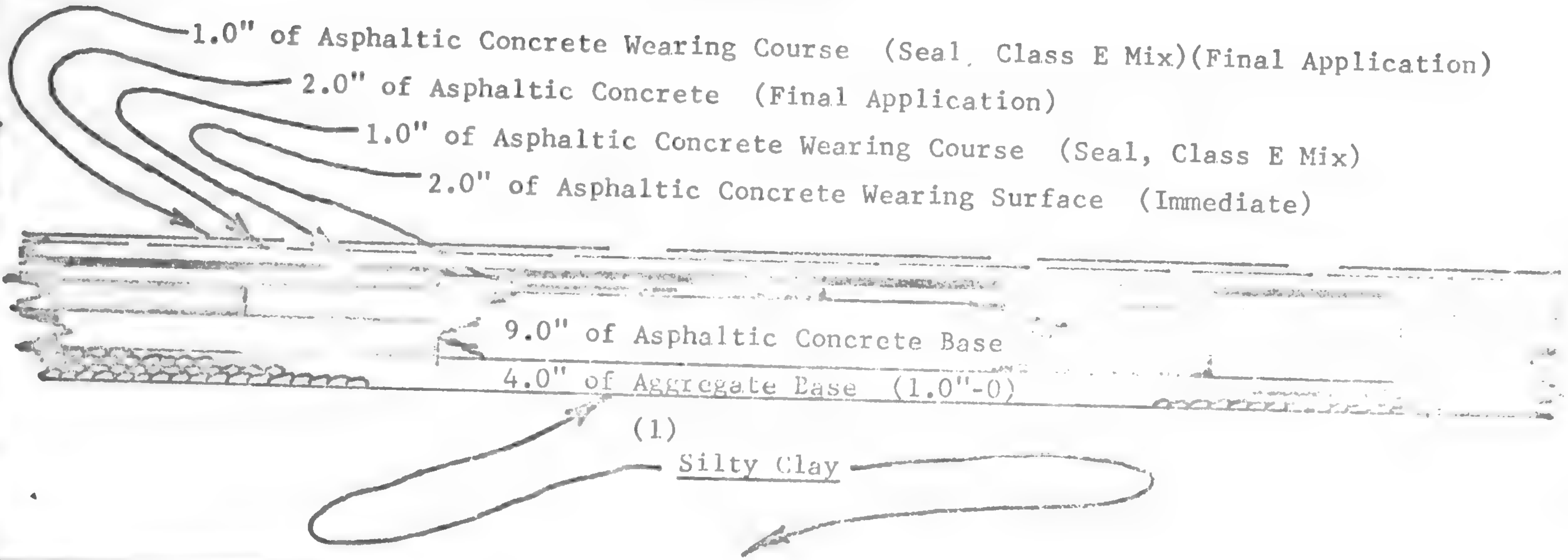
*Materials Source:*

To be determined by the Engineer.

| *Credit* | *Actual Thick.* | *Component* |
|---|---|---|
| --- | 1.0 | A.C.W.C. (F.A.) |
| 4.0 | 2.0 | A.C. (F.A.) |
| --- | 1.0 | A.C.W.C. |
| 4.0 | 2.0 | A.C.W.S. (I.) |
| 18.0 | 9.0 | A.C.B. |
| 4.0 | 4.0 | A.B. |
| 30.0 | 19.0 | |

NOTED
E. S. HUNTER

STRUCTURAL SECTION
NEW WORK


1.0" of Asphaltic Concrete Wearing Course (Seal, Class E Mix)(Final Application)
2.0" of Asphaltic Concrete (Final Application)
1.0" of Asphaltic Concrete Wearing Course (Seal, Class E Mix)
2.0" of Asphaltic Concrete Wearing Surface (Immediate)
9.0" of Asphaltic Concrete Base
4.0" of Aggregate Base (1.0"-0)
(1)
Silty Clay

# OREGON STATE HIGHWAY DIVISION
## LOCATION SECTION
## SOILS AND GEOLOGY UNIT
## PROJECT BASE DESIGN

Page 2

**Section:** M.P. 33.5 - M.P. 35.0

**Highway:** Sunset (FAR 27)

**County:** Tillamook, Columbia, and Washington

**Prefix:** 5-1403

**Res. Engr.**

**Approx. Length** 1.5± miles

~~Sta.~~ M.P. 33.5± to ~~Sta.~~ M.P. 35.0±

**Date** December 4, 1973

**Mean Truck A.D.T.** 400

**Traffic Coefficient** 9.1

**18 kip s. a. per day** 138.0

**Annual Precipitation** 42"± (Timber)

**Frost Penetration** - - - -

**CBE Total Requirement** 29.5"

(1)

*Typical Soil*

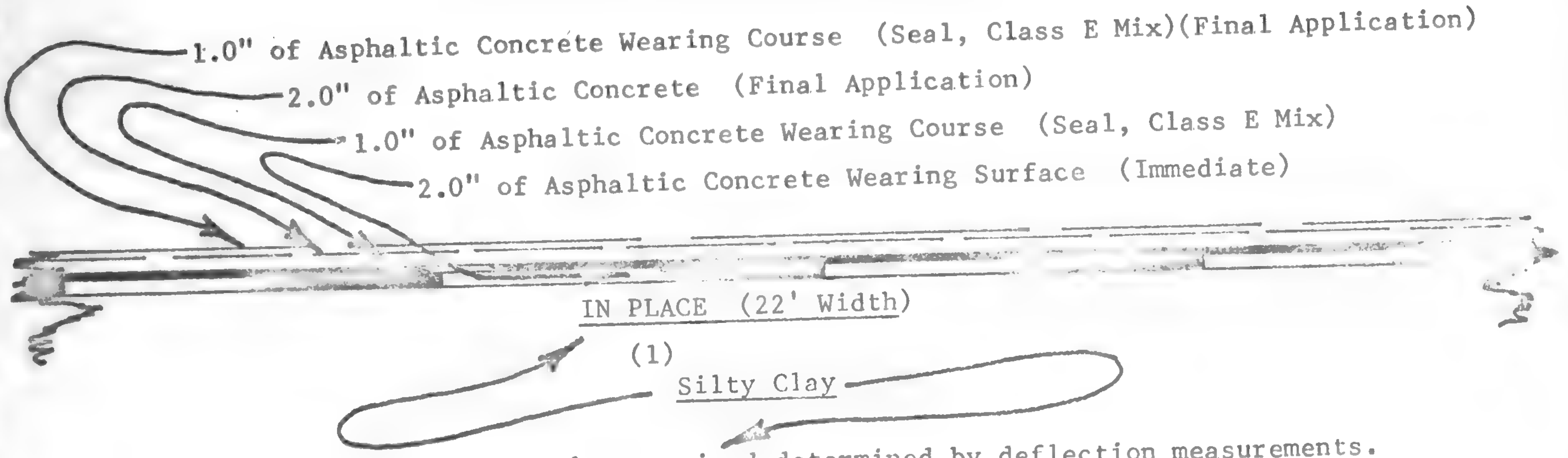
| | |
|---|---|
| | LL |
| S | PI |
| E | %P 10 |
| E | %P 200 |
| | % Gravel |
| | % C Sand |
| P | % F Sand |
| A | % Silt |
| G | % Clay |
| E | R Value |
| | AASHO Classif. |
| 1 | |

*Materials Source:*

To be determined
by the Engineer.

| *Credit* | *Actual Thick.* | *Component* |
|---|---|---|
| | 1.0 | A.C.W.C. (F.A.) |
| | 2.0 | A.C. (F.A.) |
| | 1.0 | A.C.W.C. |
| | 2.0 | A.C.W.S. (I.) |
| | OVER EXISTING ROADWAY | |
| * | | |

STRUCTURAL SECTION
EXISTING ROADWAY (Where Utilized)


1.0" of Asphaltic Concrete Wearing Course (Seal, Class E Mix)(Final Application)
2.0" of Asphaltic Concrete (Final Application)
1.0" of Asphaltic Concrete Wearing Course (Seal, Class E Mix)
2.0" of Asphaltic Concrete Wearing Surface (Immediate)
IN PLACE (22' Width)
(1)
Silty Clay

* Amount of overlay required determined by deflection measurements.

See remarks on Page 3.

Submitted by ______________
Base Design Engineer

Recommended by ______________
Engineer of Materials and Research

Recommended by ______________
Location Engineer

Approved by ______________
Asst. State Highway Engineer

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

SECTION: M.P. 33.5 - M.P. 35.0

HIGHWAY: Sunset (FAR 27)

COUNTY: Tillamook, Columbia, and Washington

## "OTHER ROADS"

| *Traffic Coefficient* | *A.C. Wearing Surface* | A.C. Base | *Aggregate Base* | 1.0"-0 *Aggregate Base* | *"CBE" Total Requirement* | *Actual Thickness* |
|---|---|---|---|---|---|---|
| 7.0 - 8.0 | 2.0" | 4.0" | --- | 12.0" | 24.5" | 18.0" |
| 6.0 - 7.0 | 3.0" | --- | --- | 15.0" | 21.0" | 18.0" |
| 4.8 - 6.0 | 2.0" | --- | --- | 14.0" | 18.0" | 16.0" |
| Cars Only | 2.0" | --- | --- | 9.0" | 13.0" | 11.0" |

Remarks:

Stage construction has been included as part of the twenty-year design period. The initial stage is based on approximately a five-year design period with a Traffic Coefficient of 7.9 and a C.B.E. Requirement of 25.5". Toward the end of this period a condition survey (visual inspection and deflection measurements, if required) will be made to determine the proper time for placing the "Final Application".

---

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

| | | | |
|---|---|---|---|
| 1.0" | Asphalt Concrete | = 2.0" | Aggregate Base |
| 1.0" | Plant Mix Bituminous Base | = 1.8" | Aggregate Base |
| 1.0" | Cement Treated Base | = 1.8" | Aggregate Base |
| 1.0" | Oil Mat | = 1.1" | Aggregate Base |
| 1.0" | Aggregate Subbase | = 0.8" | Aggregate Base |
| 1.0" | Lime Treated Subgrade | = 1.0" | Aggregate Base |

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

# TRAFFIC ANALYSIS

SECTION: M.P. 33.5 - M.P. 35.0

HIGHWAY: Sunset (FAR 27)

COUNTY: Tillamook, Columbia, and Washington

3300 Present ADT (1974 )

8.3 Percent Trucks

| *AXLES* | *TWO WAY TRUCK ADT* | *EXPANSION FACTOR* | *TOTAL TADT* | *MEAN TADT* | *ONE WAY EWL* | *AVERAGE ANNUAL EWL* |
|---|---|---|---|---|---|---|
| 2 | 110 | 1.9 | 209 | 160 | 450 | 72,000 |
| 3 | 60 | 1.9 | 114 | 87 | 1000 | 87,000 |
| 4 | 10 | 1.9 | 19 | 15 | 1250 | 18,750 |
| 5 | 95 | 1.9 | 181 | 138 | 3180 | 438,840 |
| 6 | 0 | --- | --- | --- | 2570 | - - - - |
|  |  |  |  | 400 | TOTAL |  |

TOTAL AVERAGE ANNUAL DESIGN EWL 616,590

TWENTY YEAR EWL 12,331,800

TRAFFIC COEFFICIENT 9.1

SECTION: M.P. 33.5 - M.P. 35.0

HIGHWAY: Sunset (FAR 27)

COUNTY: Tillamook, Columbia, and Washington

## PAVEMENT TYPE SELECTION

### Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks:
5. Cost Comparisons: None Made -- See Remarks.

### Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C.
7. Stage Construction: Part of Design.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: Not a consideration.
10. Stimulation of Competition: Not a consideration.
11. Construction Consideration: See Remarks.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type of construction.

CONCLUSION AND REMARKS:

This is primarily a widening project, and A.C. is better for this type of construction.

8085 Cow Canyon Safety Rest Area 1974
The Dalles-Calif. Hwy.
(Grading, paving & structures)

8015

STATE CL

| | | |
|---|---|---|
| TO BE COMPLETED BY FHWA | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | Form Approved: O M B No. 04-R2089 |
| MONTHLY TRANSACTION NUMBER<br>0-11-7 | | State<br>Oregon |
| PROJECT REPORT NUMBER | MODIFICATION OF FEDERAL-AID<br>PROJECT AGREEMENT | County<br>Wasco |
| MODIFICATION NUMBER<br>3 | 10-21-76 | Project Number<br>RF-72(6) |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on **November 26**, 19 **74**, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 394,108 | $ 404,810 |
| Federal funds | $ 308,100 | $ 347,326 |
| Other revisions | | |

This modification is made for the following reasons:

To include additional approved PA 4 and SFO 4 & 5 and increase federal-aid pro rata to 85.8% (Clause 'B')

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 21st day of October, 19 76.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Deputy State Highway Engineer
(Title)

By ____________________

____________________
(Title)

By ____________________

____________________
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

86717

Gen files

Oregon State Highway Division
Salem, Oregon, October 15, 1976

Federal Aid Project
No. RF-72(6)

Cow Canyon Safety Rest Area
The Dalles-California Highway In Wasco County

Revised Project Agreement Estimate.

Type Code Y021
Safety Rest Area (Sta. 94+85)

| | | |
|---|---|---|
| Subtotal on previous estimate of December 17, 1975 | | $ 342,703.00 |
| Additional Approved Items | | |
| SFO 5 Repair Seepage Bed | All Required | 7,000.00 |
| SFO 4 Provide Power to Phone Booth | All Required | 450.00 |
| PA 4 Sump Pump Installation | Lump Sum | 1,856.37 |
| | Increase | $ 9,306.37 |
| | Subtotal | 352,009.37 |
| | Engineering | 52,800.63 |
| | TOTAL | $ 404,810.00 |

Length of Project - - - 0.0 mile

| | | |
|---|---|---|
| *Federal Funds | | $ 347,326.00 |
| State Funds | | 57,484.00 |
| | TOTAL | $ 404,810.00 |

Group 1-100%

Contract 8085

Prefix 33-1008

*Increase federal aid pro rata to 85.8%

2015.

STATE COPY

45

**TO BE COMPLETED BY FHWA**

MONTHLY TRANSACTION NUMBER 12-274

PROJECT REPORT NUMBER

MODIFICATION NUMBER 1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

12-23-75

Form Approved; O M B No. 04-R2089

State Oregon

County Wasco

Project Number RF-72(6)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 26, 1974, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 371,913.00 | $ 394,108.00 |
| Federal funds | $ 290,798.00 | $ 308,100.00 |
| Other revisions | | |

This modification is made for the following reasons:

To include additional approved items.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23rd day of December, 1975.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By E S Hunter

Assistant State Highway Engineer
*(Title)*

By ____________________

____________________
*(Title)*

By ____________________

____________________
*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
*(Division Administrator)*
For: G. L. Green

Gen file

Oregon State Highway Division

Federal Aid Project
No. RF-72(6)

## Cow Canyon Safety Rest Area
## The Dalles-California Highway in Wasco County
Salem, Oregon, December 17, 1975

Revised Project Agreement Estimate.

Type Code Y021
Safety Rest Area (Sta 94+85)

| | | |
|---|---|---|
| Subtotal on previous estimate of November 14, 1974 | | $338,103.00 |
| Additional Approved Items | | |
| EWO 1 Construct Handicapped Ramp | All Required | 750.00 |
| SFO 3 Seeding, Mulching & Misc. Work | All Required | 3,850.00 |
| | Increase | $ 4,600.00 |
| | Subtotal | $342,703.00 |
| | Engineering | 51,405.00 |
| | Total | $394,108.00 |

Length of Roadway - - - - - - - - 0.00 mile

| | |
|---|---|
| Federal Funds - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - | $308,100.00 |
| State Funds - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - | 86,008.00 |
| Total | $394,108.00 |

| | |
|---|---|
| Group 1 | 100% |
| Contract No. | 8085 |
| Prefix | 33-1008 |

8085

STATE COPY

Form Approved; O.M.B. No. 04-R2089

| | | |
|---|---|---|
| *TO BE COMPLETED BY FHWA*<br>MONTHLY TRANSACTION NO.<br>12 - 2 | U. S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>**FEDERAL-AID PROJECT AGREEMENT**<br>11 - 26 - 74 | STATE<br>Oregon<br>COUNTY<br>Wasco<br>PROJECT NO.<br>RF-72(6) |

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 97, 5.3 mi. N. of Jefferson Co. Line
(Cow Canyon Safety Rest Area)

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | ▨ |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | ▨ |
| CONSTRUCTION | 10-2-74 | 0.00 |
| OTHER *(Specify)* | | |

FUNDS Pro-rata 78.19%

| | |
|---|---|
| ESTIMATED TOTAL COST OF PROJECT<br>$ 371,913.00 | FEDERAL FUNDS<br>$ 290,798.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*
By E S Hunter
Assistant State Highway Engineer
*(Title)*
By ______
______
*(Title)*
By ______
______
*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By W. F. Smith
for G. L. Green *(Division Engineer)*

Date executed by Division Engineer November 26, 1974

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

# AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division

Federal-aid Project
No. RF-72(6)

## COW CANYON SAFETY REST AREA

## THE DALLES-CALIFORNIA HIGHWAY IN WASCO COUNTY

Salem, Oregon, November 14, 1974

**Project Agreement Estimate**

Type Code Y-021
Safety Rest Area (Sta. 94+85)

| | | | |
|---|---|---|---|
| Mobilization | All Required | | $ 20,000.00 |
| Temporary Protection and Direction of Traffic | All Required | | 500.00 |
| Temporary Signs | 84 sq.ft. | 7.00 | 588.00 |
| Temporary Barricades | 4 only | 250.00 | 1,000.00 |
| Flagmen | 80 hour | 10.00 | 800.00 |
| Clearing and Grubbing | All Required | | 8,000.00 |
| Removal of Structures and Obstructions | All Required | | 1,500.00 |
| General Excavation | 3,275 cu.yd. | 4.00 | 13,100.00 |
| Trench Excavation | 98 cu.yd. | 15.00 | 1,470.00 |
| Obliteration of Roadway | 3,250 sq.yd. | 1.00 | 3,250.00 |
| Furnishing and Placing Topsoil | 195 cu.yd. | 12.50 | 2,437.50 |
| Watering | 180 M-gal. | 10.00 | 1,800.00 |
| Grid-Rolled Aggregate Subbase | 4,060 cu.yd. | 5.00 | 20,300.00 |
| 3/4" - 0 Aggregate Base | 1,360 cu.yd. | 13.50 | 18,360.00 |
| Asphalt Concrete Mixture | 2,600 ton | 15.00 | 39,000.00 |
| Asphalt Cement in Mixture | 169 ton | 100.00 | 16,900.00 |
| 12-inch Culvert Pipe | 424 lin.ft. | 8.50 | 3,604.00 |
| Concrete Inlets, Type CG-1 | 3 only | 435.00 | 1,305.00 |
| Concrete Inlets, Type G-2MA | 2 only | 500.00 | 1,000.00 |
| Type 2 Fence | 3,200 lin.ft. | 2.10 | 6,720.00 |
| 16-foot Single Gate | 1 only | 500.00 | 500.00 |
| Concrete Walks | 1,330 sq.yd. | 11.50 | 15,295.00 |
| Concrete Curbs | 90 cu.yd. | 110.00 | 9,900.00 |
| Paved Culvert End Slopes | 161 sq.ft. | 6.00 | 966.00 |
| Guide Posts | 27 only | 15.00 | 405.00 |
| Roadside Seeding and Mulching | 7 acres | 550.00 | 3,850.00 |
| Irrigation System | All Required | | 5,000.00 |
| Water Control and Storage Building | 1 only | 25,000.00 | 25,000.00 |
| Well Housing | All Required | | 6,000.00 |
| Well Pumping Installation | All Required | | 4,500.00 |
| Water Control Building, Hydraulic Equipment | All Required | | 10,000.00 |
| Water Pipelines | All Required | | 2,000.00 |
| Water Control Building, Electrical | All Required | | 5,000.00 |

| | | | |
|---|---|---|---|
| Area Illumination Installation, Complete | All Required | | $ 8,000.00 |
| Electrical Service | All Required | | 3,500.00 |
| Painted Wood Sign Posts | All Required | | 350.00 |
| Sign Support Footings | All Required | | 1,500.00 |
| Breakaway Sign Posts | All Required | | 4,000.00 |
| Type "B" Signs in Place | 216 sq.ft. | 15.00 | 3,240.00 |
| Type "C" Signs in Place | 7 sq.ft. | 25.00 | 175.00 |
| Type "E" Signs in Place | 7 sq.ft. | 25.00 | 175.00 |
| Type "EE" Signs in Place | 13 sq.ft. | 25.00 | 325.00 |
| Type "U" Signs in Place | 30 sq.ft. | 25.00 | 750.00 |
| Thermoplastic Pavement Arrows | 1 only | 250.00 | 250.00 |
| | | | $272,315.50 |

Type Code Y-022
Comfort and Convenience Facilities (Sta. 94+85)

| | | | |
|---|---|---|---|
| Picnic Tables | 5 only | 800.00 | $ 4,000.00 |
| Litter Receptacles | 6 only | 250.00 | 1,500.00 |
| Sand Urns | 2 only | 150.00 | 300.00 |
| 4-inch Cast-Iron Pipe | 650 lin.ft. | 7.00 | 4,550.00 |
| Sanitary Swer System | All Required | | 6,000.00 |
| Type 8 Toilet Building | 1 only | 48,000.00 | 48,000.00 |
| | | | $ 64,350.00 |
| | Subtotal | | $336,665.50 |

Anticipated Additional Items

| | | |
|---|---|---|
| Permanent Signing (Informational) | All Required | $ 500.00 |
| Permanent Pavement Striping | All Required | 50.00 |
| Temporary Erosion Control | All Required | 500.00 |
| Building Permits | All Required | 367.50 |
| Wheel Chair Signs | All Required | 20.00 |
| | | $ 1,437.50 |
| | Subtotal | $338,103.00 |
| | Engineering | 33,810.00 |
| | Total | $371,913.00 |

Length of Roadway - - - - - - - - - - - 0.00 mile

## SUMMARY OF FUNDS

| | |
|---|---|
| Federal Funds | $290,798.00 |
| State Funds | 81,115.00 |
| Total Funds | $371,913.00 |

Group 1 - 100%

Contract No. 8085

Prefix: 33-1008

1015 15

August 27, 1976

Safeco Insurance Company of America
1300 S. W. First Avenue
Portland, OR 97201

Gentlemen:

On August 20, 1976, we wrote to you concerning release of final payment on Contract No. 8085 awarded to Ross Bros. Construction, Inc. for work on the Cow Canyon Safety Rest Area on The Dalles-California Highway in Wasco County.

Final payment on this contract is $500 and the total contract amount is $344,903.69 including $2,335.06 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

cc: Ross Bros. Construction, Inc.
3501 Brooklake Rd.
Salem, OR 97303

NOTED ON CARD
8-27-76 (kr)

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
C. M. Williams

8015

8-25-76

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: F-72(6)

STATE PROJECT NO.: Cow Canyon Safety Rest Area

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: RF-23

COUNTY NAME: Wasco

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:
Mr. H.S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 26 '76
REFER TO [illegible]
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | ✓ |

| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER |
|---|---|---|
| 10-2-74 | 8-17-76 | Primary Route 4 |
| | | STATE ROUTE NUMBER<br>Primary Route 4 |

GENERAL LOCATION:

The Dalles - California Highway

GENERAL DESCRIPTION OF WORK:

Repair seepage bed dike (DEQ recommended closure until repaired)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ CONSTRUCTION - PROCEED ON ~~AN AGREED~~
~~PRICE AND/OR~~ FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 8-19-76 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 5 in the amount of $7,000 - Federal Funds $5,470.

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 8-25-76 | G. K. | Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Construction ~~Office~~ Engineer.

State Printing

8085 15

Form 81-734-3000

**OREGON STATE HIGHWAY DIVISION** **FILE: CON 8085**

INTER-OFFICE CORRESPONDENCE

August 12, 1976

Salem, Oregon

**FROM:** Gary C. Teeter
Senior Mechanical Engineer

**TO:** Memorandum to the File

**SUBJECT:**

Cow Canyon SRA
Resolution of Drainfield Problems

Pursuant to Mr. Williams' letter of July 30, 1976, Bob Pool and I discussed possible solutions for correcting the leaking dike around the disposal field at the referenced rest area today. It was agreed that their solution to sealing the dike by digging a trench along the outside of the dike as deep as possible into the rock and backfilling with a local clay is acceptable.

Bob agreed that all necessary contacts with the Health Department could be handled locally, and no further input by the Bridge Section would be required.

GCT/ag

cc R. L. Schroeder
~~R. W.~~ Ellison
R. C. Pool
C. M. Williams
R. L. Lammert
N. D. Krehbiel

NOTED
R. L. SCHROEDER

RECEIVED
AUG 13 1976
Office of
Assistant State Highway Engineer

8085

p

FORM 81-734-3000

**OREGON STATE HIGHWAY DIVISION**
INTER-OFFICE CORRESPONDENCE
Bend, Oregon 97701
July 30, 1976

FILE: MAI 12-11
CON 5
#8085

FROM: Carl M. Williams
Regional Engineer

Carl M. Williams

TO: R. L. Schroeder
Asst. State Highway Engineer

SUBJECT: Cow Canyon Safety Rest Area

The elevated drain field for this area has not functioned correctly. It seems that the impervious embankment is pervious.

Some free water was found at the drain field. It was tested by the Health Department and found to be hazardous to health. They asked us to close the rest area until the matter was corrected.

We have closed the rest area and have asked the Bridge Resident who built it to formulate plans for the repair. He is very busy with South Sixth Street in Klamath Falls, and time goes by.

Could some of the designers from Salem come over and view the problem and formulate a plan to submit to the Health Department, so that we could proceed with repairs and reopen the rest area?

CMW:mr

cc: R. L. Lammert
N. D. Krehbiel

8-2-76
Original to Hart
FHA and let me know
RLS

RECEIVED
AUG 2 1976
Office of
Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

8085

13

FORM 81-734-[illegible]

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

| | | |
|---|---|---|
| | SECTION<br>Cow Canyon Safety Rest Area | WEEK ENDING:<br>June 12, 1976 |
| | | SECTION PREFIX<br>33-1008 |
| | HIGHWAY<br>The Dalles-California | COUNTY<br>Wasco |
| NAME OF JOB<br>Cow Canyon Safety Rest Area | KIND OF WORK<br>Grading, Paving and Improvements | |
| CONTRACTOR<br>Ross Bros. Construction Co. | CONTRACT NUMBER<br>8085 | FEDERAL AID PROJECT NUMBER<br>RF-72(ϕ) |
| DATE OF CONTRACT<br>October 30, 1974 | DATE WORK STARTED<br>November 25, 1974 | ESTIMATED COMPLETION DATE |
| AVERAGE FORCE ON PROJECT FOR THE WEEK:<br>MEN: 0 SUPERVISION: 0 | SPECIFIED WORK DAYS | WORK DAYS USED |
| | SPECIFIED CALENDAR DAYS | CALENDAR DAYS USED |
| PROJECT AUTHORIZATION: $383,746.91 | SPECIFIED COMPLETION DATE<br>November 30, 1975 | PERCENT OF TIME ELAPSED |
| EXCLUSIVE OF ENGINEERING: $353,317.64 | ENGINEERING AUTHORIZATION $30,429.27 | PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST excl. of engr. 100% |
| ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $350,012.91 | This week: 0.00<br>ENGINEERING COST TO DATE $41,150.00 | PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION incl. engr. 100.4% |
| ESTIMATED PERCENT: OVERRUN UNDERRUN 0.9% | PERCENT OF AUTHORIZATION 135 % | DATE PROJECT WAS COMPLETED:<br>December 19, 1975 |

ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

None - project complete

ESTIMATED PERCENT COMPLETE (STRUCTURES)

| BRIDGE NO. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY 6/6 | P.cloudy, cool | | | |
| MONDAY 7 | P. cloudy, cool | | | |
| TUESDAY 8 | P. cloudy, cool | | | |
| WEDNESDAY 9 | P. cloudy, cool | | | |
| THURSDAY 10 | P. cloudy, cool | | | |
| FRIDAY 11 | P. cloudy, cool | | | |
| SATURDAY 12 | P. cloudy, cool | | | |

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

RECEIVED
JUN 15 1976
CONSTRUCTION SECTION

B N GIFFORD

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY<br>6/6/76 | No activity - project complete. |
| MONDAY<br>6/7/76 | |
| TUESDAY<br>6/8/76 | |
| WEDNESDAY<br>6/9/76 | |
| THURSDAY<br>6/10/76 | |
| FRIDAY<br>6/11/76 | |
| SATURDAY<br>6/12/76 | |

### REMARKS

Project completed 12/19/75 and opened to public use 12/20/75.
Worked approximately 1 day on semi-final this week.
Hopefully, semi-final will be submitted to Region approximately 6/18/76.

Const. (3)
Region (1)
File (1)

SIGNED Orville Aas
N. D. Krehbiel
LOCATION Redmond

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8085

March 22, 1976

Ross Brothers Construction, Inc.
3501 Brooklake Road N.E.
Salem, OR 97303

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8085 for work on Cow Canyon Safety Rest Area in Wasco County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 19 days is granted which will delete all liquidated damages. This is because of two change orders, Extra Work Order 4 and Price Agreement 2, and for rescheduling and delay early in the project related to the water reservoir changes.

Very truly yours,

H. S. Coulter
Assistant State Highway Engineer

JAB:fr ia

bc F. B. Klaboe
E. S. Hunter
C. T. Keasey
Carl Williams
Robert Church
Richard Hacek

Form FHWA 121 (Rev. 6-73)

UNITED STATES GOVERNMENT

# *Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 17, 1976

In reply refer to: 1041B.4

SUBJECT: Oregon Project FAP no. RF-72(6)
Cow Canyon Safety Rest Area
Time Extension

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

We concur in a 19-day time extension for the subject project.

This time extension is based on the additional work required to complete the contract and the remedial work done to correct cracking which developed in the ceramic wall tile.

for G K Hossner
G. L. Green

RECEIVED
STATE HWY ENGR
MAR 19 '76
Coulter
R
D/A Sign Act File

RECEIVED
MAR 22 1976
Office of
Assistant State Highway Engineer

8085

Glen Green
Page 2
March 1, 1976

Your concurrence is therefore requested in a 19-day extension which will delete all liquidated damages.

**DATE** March 1, 1976

**TO** Glen L. Green, Division Administrator
Federal Highway Administration

**FROM** R. S. Coulter
Assistant State Highway Engineer

**SUBJECT** Request for Time Extension, Contract 8085
Cow Canyon Safety Rest Area
FAP no. RF-72(6)

The contractor has submitted an eight-part request for a one-month extension of the contract time. Bids were opened on this project October 24, 1974 with a specified completion date of November 30, 1975. The project was actually completed December 19, 1975 with 19 days of liquidated damages accrued at $100 a day. The new area was opened to the public the day following, on December 20, 1975.

The contractor started work promptly on November 25, 1974, excavating for toilet building footings, and continued without unusual interruption until September 20, 1975 when the project was 96 percent completed.

Two significant change orders justify additional time. Extra Work Order 4, dated November 10, 1975, covers removal and replacement of ceramic wall tiles in the toilet building and a couple other modifications to try to correct the tile cracking problem which had developed. This work was done the latter part of November just before the contract time expired. Price Agreement 2 changed the toilet compartments and fixtures to comply with code regulations concerning handicap facilities. Although this change was made early in the contract, it required a reordering from the supplier, and installation of the toilet partitions was one of the last contract items performed in November 1975. These two items delayed final cleanup and minor adjustments past the specified completion. Several days can be justified for rescheduling and delay early in the project related to the water reservoir changes. Work on the water reservoir was delayed until January 13, 1975 while the reservoir and water supply system plan was revised.

Your concurrence is therefore requested in a 19-day extension which will delete all liquidated damages.

JAB:fr ia

bc F. B. Klaboe
E. S. Hunter
C. T. Keasey
Carl Williams
Robert Church
Richard Hacek

E-160 (Rev.)—1M—9-64

**OREGON STATE HIGHWAY COMMISSION**

# Contractors Request
for
# Increase in Number of Workdays
to
# Complete Construction Contract

**Oregon State Highway Commission**
**Salem, Oregon 97310**

Date December 24, 1975

**Gentlemen:**

We, the undersigned, respectfully request an increase in the number of workdays from Nov. 30, '75 days to Dec. 31, '75 days, within which to complete our Contract No. 8085, without the assessment of liquidated damages. The said contract is described as follows:

Cow Canyon Safety Rest Area; The Dalles-California Hwy.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See attached letter.

Respectfully submitted,

Ross Bros. Construction Inc.
Contractor

By Terry Gunzinger

---

**CONSENT OF SURETY**

Date December 24, 1975

We, Safeco Insurance Company of America, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Frances Bradley
Attorney-in-fact

(SEAL)

Donald D. Mortensen
Resident Agent

**OREGON STATE HIGHWAY COMMISSION**

# Engineers Recommendation Regarding Contractors Request

for

# Increase in Number of Workdays

to

# Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8085 Contractor Ross Bros. Construction Inc.

Highway The Dalles-California

Section Cow Canyon Safety Rest Area

Kind of Work Grading, Paving and Improvement

It is recommended that the request for increase in the number of workdays within which to complete said contract be XXXXXXXXX or **GRANTED**. The reasons for such recommendation are as follows:

| | | |
|---|---|---|
| 1/ | Time delay due to change in water reservoir | 24 days |
| 2/ | Time delays associated with change orders PA 2 & EOWs 1, 2, 3, and 4 | 18 days |
| | Total all time delays | 42 days |

Construction Section recommends 19-day extension of contract time due to 2 change orders, E.W.O. 4 and P.A. 2, and for rescheduling and delay early in the project related to the water reservoir changes. This will delete all liquidated damages.

Recommended for Approval:

for Division Engineer

for Construction Engineer or Bridge Engineer

~~AS~~ State Highway Engineer

Contract No. 8085

Project designation RF-72(6) State-Federal

Date awarded October 30, 1974

Work started November 25, 1974

Per cent completed 100% December 19, 1975 Date

Specified Completion XXXXXXXXXXXXXXX November 30, 1975

No. of Workdays Used 19 after 11/30/75

No. of Added Workdays Requested 31

[illegible]

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

February 24, 1976

FILE: CON 5 8085

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Cow Canyon Safety Rest Area
Contract No. 8085
Request for Time Extension

TO: H. S. Coulter
Assistant State Highway Engineer

Ross Bros. Construction submits an eight-part request for a one-month extension, but with 91 days time accumulated from several of the reasons they use.

Bids were opened on this project October 24, 1974 with a specified completion date of November 30, 1975. The project was actually completed December 19, 1975 with 19 days liquidated damages accrued at $100 per day. The new area was opened to the public the day following; on December 20, 1975.

The contractor started work promptly on November 25, 1974 excavating for toilet building footings and continued without unusual interruption until September 20, 1975, at which time the project was 96 percent completed.

The Resident and Region recommend extension for the early delay to water reservoir work. The reports indicate that the equipment involved in this was used on other work and I question whether there was really as much as 24 days delay to the overall schedule from this item. Two significant change orders do justify additional time. E.W.O. 4 is dated November 10, 1975 and covers removal and replacement of some ceramic wall tiles in the toilet building and a couple other modifications to try to correct the tile cracking problem which developed. This work was done the latter part of November just before the contract time expired. P.A. 2 changed the toilet compartments and fixtures to comply with code regulations concerning handicap facilities. Although this change was made early in the contract, it required a reordering from the supplier and the installation of the toilet partitions was one of the last contract items performed in November of 1975. I would concur in the 14 days recommended by the Region for the above two added orders. Another 5 days can be justified for rescheduling and delay early in the project related to the water reservoir changes. I therefore recommend a 19-day extension which will delete all liquidated damages.

This is a Primary Federal-aid project. Rough draft letters to FHWA and to the contractor are attached.

JAB:fr

Att.

cc: Robert Church

RECEIVED

FEB 27 1976

Office of
Assistant State Highway Engineer

8085 1-9-76

U. S. DEPARTMENT OF TRANSPORTAT    FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

F RAL AID PROJECT NO.: RF - 72 (6)

STATE PROJECT NO.: Cow Canyon Safety Rest Area

COUNTY NAME: Wasco

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: RF-23

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JAN 13 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File ✓

| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER<br>STATE ROUTE NUMBER |
|---|---|---|
| 10-2-74 | 10-1-75 | Primary Rt. 4<br>Primary Rt. 4 |

GENERAL LOCATION:

The Dalles - California Highway

GENERAL DESCRIPTION OF WORK:

Provide power line.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION - PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 1-2-76 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 4 in the amount of $450 - Federal Funds $350.

DATE: 1-9-76

SIGNATURE OF APPROVING OFFICIAL: Engineering Coordinator

TITLE: Division Administrator

FORM PR-1240 (REV. 8-70)    EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Construction ~~Assistant State Highway Engineer or Office~~ Engineer.

State Printing

Form A-105-351

OREGON STATE HIGHWAY DEPARTMENT

# Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 4

Project Name: Cow Canyon Safety Rest Area
Date: December 12, 1975

Highway: The Dalles-California
Contract No. 8085
F. A. Project No. RF-72(6)

County: Wasco
Prefix 33-1008
Account No. 279

**Description of Work To Be Done:**

Run 110v underground power line along west side of sidewalk from illumination pole no. 1 to telephone booth location 25' north of toilet building.

APPROVED EFFECTIVE DATE 1/2/76
Contingent upon modification of project agreement if additional funds are required.
BY
TITLE Engineering Coordinator
DATE 1/12/76
FEDERAL HIGHWAY ADMINISTRATION

**Location by Station Numbers:**

Cow Canyon Safety Rest Area

**Estimate of Quantities and Costs:**

| | |
|---|---|
| Labor | $300 |
| Materials | $120 |
| Equipment | $ 30 |
| TOTAL | $450 |

**Explanation:** Pacific Northwest Bell required power at the booth location before they will install a telephone booth.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

| | |
|---|---|
| Project authorization | $383,746.91 |
| Present estimate of project cost, including $450.00 for work under this order | $391,562.91 |
| Expected ~~XXXXXXXX~~ over-run (amount) | $7,816.00 |
| Expected ~~XXXXXXXX~~ over-run (per cent) | 2.0 |

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer
N. D. Krehbiel

Approval Recommended: Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approved: ~~Deputy State Highway Engineer,~~ ~~Assistant State Highway Engineer or~~ ~~Office~~ Construction Engineer.

State Printing

4

Form FHWA 121 (Rev. 8-73)

UNITED STATES GOVERNMENT

# *Memorandum*

**DEPARTMENT OF TRANSPORTATION**
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: November 24, 1975

In reply refer to: 1041DB.3

SUBJECT: Oregon Project I-5-2(79)82
Cow Creek Safety Rest Area
Douglas County
Sewage Disposal

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

As requested in your letter of November 6, – not in Gen Files yet I concur in your selection of the stabilization pond alternate for sewage disposal at the Cow Creek Safety Rest Area.

G. L. Green

OSHD (Versteeg)

**REFERRED TO**

Beard
Reed
Cole
Sample
Eriksen
[✓ Watson] LW.
Hager
Wolfe
[✓ Return] Discuss Do [✓ File Copy] Due
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
2 A. Olson
3 Terpin
Scott
4 Swenson
We copy R. Olson
Trout

RECEIVED
NOV 26 1975
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

Sent Nov. 6 info. to General Files

RECEIVED
STATE HWY ENGR
NOV 25 '75

REFER TO
Versteeg

FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  | ✓ |  |

8085 11-7-75

## LETTER OF APPROVAL AND/OR AUTHORIZATION

[illegible]-72(6)
STATE PROJECT NO.
Cow Canyon Safety Rest Area

| | | |
|---|---|---|
| FROM:<br>G. L. Green, Division Administrator<br>Salem, Oregon | PROGRAM NO. | COUNTY NAME<br>Wasco |
| | ITEM NO.<br>RF-23 | PROGRAM STAGE (Check)<br>☐ 1. ☐ 2. |

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 12 '75
REFER TO Coulter
FOR

| | | |
|---|---|---|
| DATE PS&E APPROVED<br>10-2-74 | DATE AUTHORIZATION EFFECTIVE<br>10-1-75 | FEDERAL ROUTE NUMBER<br>Primary Rt. 4<br>STATE ROUTE NUMBER<br>Primary Rt. 4 |

GENERAL LOCATION:

The Dalles - California Highway

GENERAL DESCRIPTION OF WORK:

Seeding and mulching.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of October 23, 1975 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 3 in the estimated amount of $3,850 - Federal Funds $3,010.

NOTED
H.S. COULTER

RECEIVED
NOV 13 1975 11-13-75
Office of
Assistant State Highway Engineer

| | | |
|---|---|---|
| DATE<br>11-7-75 | SIGNATURE OF APPROVING OFFICIAL<br>C R Burghardt for | TITLE<br>Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Form A-[illegible]

OREGON STATE HIGHWAY DEPARTMENT

# Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 3

Project Name Cow Canyon Safety Rest Area
Date September 4, 1975

Highway The Dalles-California
Contract No. 8085 F. A. Project No. RF-72(6)

County Wasco
Prefix 33-1008 Account No. 224

**Description of Work To Be Done:**

Seed and mulch disturbed areas around the toilet building and water control building, sidewalk fill slopes subject to erosion, island area, transevaporation bed and other minor designated areas.

Perform other designated landscape and drainage work not called for under the contract.

Approval Recommended as of 10/1/75

APPROVED EFFECTIVE DATE 10/1/75
Contingent upon modification of project agreement if additional funds are required
BY CRBurghardt
TITLE Engineering [illegible]
DATE 10/1/75
FEDERAL HIGHWAY ADMINISTRATION

**Location by Station Numbers:**

Throughout project

**Estimate of Quantities and Costs:**

Seeding, mulching and miscellaneous work . . . . . . . . Lump Sum . . . $3,850.00

**Explanation:** Item 26-Roadside Seeding and Mulching called for 7 acres of lawn grass seeding and mulching at $550.00/acre for $3,850.00 total. This item is being deleted because of the small acreage involved and the unsuitability of the specified grass mixture.

**INSTRUCTIONS**

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

| | |
|---|---|
| Project authorization | $ 383,746.91 |
| Present estimate of project cost, including $ 3,850.00 for work under this order | $ 383,746.91 |
| Expected under-run / over-run (amount) | $ -0- |
| Expected under-run / over-run (per cent) | -0- |

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer
N. D. Krehbiel

Approval Recommended: Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approved: Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

Form A-100-604

AUG 18 1975

STATE & WO. DC

...ject agreement if additional funds are required
G. K. Hossner
G. K. Hossner
TITLE Dist. Engineer
DATE 8-18-75
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DEPARTMENT

# Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. ..........

Project Name Cow Canyon Safety Rest Area Date July 18, 1975 19 75

Highway The Dalles-California Contract No. 8085 F. A. Project No. RF-72(6)

County Wasco Prefix 33-1008 Account No. 276

**Description of Work To Be Done:**

Permanent signing to be performed by Oregon State Highway Division. (Informationa

Four standard "Handicapped" signs to be furnished by State per drawing No. L1021 of contract.

Installation of footings, posts and signs to be performed by contractor.

Approval Recommended as of 8-1-75
EBL

**Location by Station Numbers:**

Throughout project

**Estimate of Quantities and Costs:**

Permanent signing . . . . . . . . . . . . . . . . . . . . . . . . $500.00

**Explanation:** The project authorization provided for $500.00 for permanent signing as an anticipated item.

**INSTRUCTIONS**

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

| | |
|---|---|
| Project authorization . . . . . . . . . | $383,746.91 |
| Present estimate of project cost, including $500.00 for work under this order | $383,746.91 |
| Expected under-run over-run (amount) . . . . . . | $ -0- |
| Expected under-run over-run (per cent) . . . . . | -0- |

Space to right of this line is for use of Salem Office

Submitted by: N. D. Krehbiel
Resident Engineer
N. D. Krehbiel

Approval Recommended: Robert Anderson
Division Engineer
SEN

Approval Recommended: ..........
Construction Engineer or Bridge Engineer

Approved: ..........
~~Deputy State Highway Engineer,~~ Assistant State Highway Engineer or ... Engineer,
Constr. Hdq.

State Printing

#8085

Robert W. Straub
XXXXXXXXXX

January 16, 1975

Mr. Gerald Heden
Decorative Stone Supply
Route 2, Box 75
O. B. Riley Road
Bend, OR 97702

Dear Mr. Heden:

We have received your telegram sent to Governor Tom McCall on January 9 expressing concern over the stone masonry work on the Cow Canyon Safety Rest Area. Your concern for the economic situation in your area is greatly appreciated.

In answer to your questions, current Federal and State laws require that public works projects of this nature be contracted on a competitive bid basis, without restrictions against bidders from other states or localities. Ross Bros. Construction Company of Salem was the low bidder on this project and was awarded the contract.

In preparing their bid, they solicited quotes on those portions of the work which they did not plan to do themselves. They have informed us that they received two quotes for the masonry work, of which the lowest was from a Vancouver, Washington company. They have signed a subcontract with this company. The choice of a subcontractor was made by Ross Bros. Construction Company, not the Oregon State Highway Division.

Our understanding at this time is that the source of the stone has not been determined. Our specifications for the stone listed two types of stone by name as being acceptable, and also stated that "other stone native to the geological area as approved by the engineer", would be acceptable. One of the listed stones is from Nevada. If the contractor should propose to use a local stone, we would give it every consideration possible.

To make contractors, suppliers, and other interested persons aware of projects ready for bidding, a mailing list is maintained. Parties on this list are sent advertisements for all projects prior to bid opening. A list of plan holders is also published about one week prior to bid openings. This allows suppliers and potential subcontractors to contact bidders. If you are interested in being on our mailing list, please contact Mr. Cecil Head, Oregon State Department of Transportation, State Highway Building, Salem, Oregon, 97310.

If we can be of further help to you, please contact us.

Very truly yours,

A. E. Johnson
Deputy State Highway Engineer

bc F. B. Klaboe
E. S. Hunter (enc.)
H. S. Coulter "
Carroll Keasey

JTS:mk ja

Salem, Oregon
December 18, 1974

Frank E. Terpin F.E.T.
Final Design Engineer

H. D. Krehbiel
Resident Engineer

Sign Shop Drawings
Cow Canyon Safety Rest Area
The Dalles-California Highway
Wasco County
Contract No. 8085

Enclosed find three sets of approved sign shop drawings on the above-named section.

One set should be retained by yourself for field inspection pirposes, one set forwarded to Ed Rief for shop inspection of the signs and one set to Pacemaker Industries for fabrication of the signs.

You will note that one set has a copy of standard drawing S-4 attached. It has been apparent on the last three submissions from Pacemaker that they do not have, or at least do not follow the word spacing criteria required by the State of Oregon. This sheet is intended for their use.

WGB:we
Enclosures
cc: C. T. Kassey
J. H. Versteeg
Carl M. Williams
W. G. Beard

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Traut

RECEIVED
DEC 18 1974
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

8085

October 31, 1974

Ross Bros. Construction, Inc.
3301 Brooklake Road N.E.
Salem, OR 97303

Gentlemen:

The Oregon Transportation Commission on October 29, 1974, accepted your proposal for work on the Cow Canyon Safety Rest Area on The Dalles-California Highway in Wasco County for the sum of $336,665.50. The Commission referred your bid to the Administrator of Highways with authority to award the contract as soon as approval of the Federal Highway Administration is received.

Approval has been received and the Administrator of Highways on October 30, 1974, awarded you the project, which has been assigned Contract No. 8085.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

C. W. Reed
COMMISSION SERVICES

js

bc Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle & Portland
C. T. Kassey
Vince Gallagher
Walt Hart
C. M. Williams
Norm Krehbiel
Roy Olson
Wm. Geibel (SAIF)

-8085

10-23-74

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

**LETTER OF APPROVAL AND/OR AUTHORIZATION**

FEDERAL AID PROJECT NO.
RF-72(6)

STATE PROJECT NO.
Cow Canyon Safety Rest Area

FROM:
G. L. Green, Division Engineer
Salem, Oregon

PROGRAM NO.

COUNTY NAME
Wasco

ITEM NO.
RF-23

PROGRAM STAGE (Check)
☐ 1. ☒ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
[illegible] Y ENG
OCT 24 '74
REFER TO
Hunter
FOR

DATE PS&E APPROVED
October 2, 1974

DATE AUTHORIZATION EFFECTIVE
October 2, 1974

FEDERAL ROUTE NUMBER
Primary Route 4

STATE ROUTE NUMBER
Primary Route 4

GENERAL LOCATION:
The Dalles-California Highway

NOTED
E. S. HUNTER

GENERAL DESCRIPTION OF WORK:
Grade, pave roadways and parking areas. Construct toilet building, water supply system, electrical system, illumination, irrigation and incidental work called for by the specifications and plans.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify)
Permanent Signing-Informational $500.00
Permanent Pavement Striping $50.00
Temporary Erosion Control $500.00
Building Permits $367.50
Wheel Chair Signs $20.00

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
After concurrence in award you are authorized to proceed with items listed above as shown in your Estimate.

Mr. Rulien's September 30, 1974 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved.

A signed copy of the Title Sheet is returned herewith.

10-28-74
ORIGINAL TO
L.W. Rulien
w/att

RECEIVED
OCT 25 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE
10-23-74

SIGNATURE OF APPROVING OFFICIAL

TITLE
for Division Engineer

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

FORM 81-734-3030

4

**OREGON STATE HIGHWAY DIVISION**

**INTER-OFFICE CORRESPONDENCE**

FILE:

Bend, Oregon 97701

October 2, 1974

**FROM:** Carl M. Williams
Regional Engineer

**SUBJECT:** Left Turn
[redacted]

**TO:** Memo to the Files

Carl M. Williams

Region requested left turn channelization or multiple lanes at this entrance.

Administration turned this down, but agreed to some widening for a right-hand escape lane.

The Feds have refused to approve participation without a left-turn lane.

Administration does not wish to participate in a full scale revision.

Region has agreed through a combination of;

1. Small contract overrun
2. Maintenance cooperation,
3. Engineering skill,

To create minimal, striped, left-turn channelization at the entrance.

CMW:mr

cc: N. D. Krehbiel
R. L. Lammert
Frank Terpin, Design

1 ✓

2 ✓

R. Olson

ROAD DESIGN SECTION

8085

9-26-74

TRANSACTION NUMBER 10-4

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 9-26-74

BY (Signature): L.W. RULIEN'S SEPTEMBER 26, 1974 LETTER

TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☒ FAP ☐ FAU ☐ FAS ☐ OTHERS ____

STAGE 1* ITEM NOS. ____ THRU ____

STAGE 2 ITEM NOS. 23 THRU ____

| ITEM NO. | PROJECT NOS. | LENGTH (Miles) | TOTAL ESTIMATED COST | FEDERAL FUNDS | OTHER IDENTIFICATION AND/OR REMARKS (State): LOCATION | WORK |
|---|---|---|---|---|---|---|
| 23 | RF-72(6) | 0.0 | 368,000 | 287,700 | COW CANYON SAFETY REST AREA. WASCO COUNTY - STATE OF OREGON | CONSTRUCT SAFETY REST AREA INCLUDING COMFORT AND CONVENIENCE FACILITIES. |

RECEIVED
SEP 30 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
[illegible] 30 '74
REFER TO
Hunter
FOR
File

NOTED
E. S. HUNTER

9-30-74
ORIGINAL TO
L. W. Rulien

REMARKS (Division)

AS REQUESTED IN MR. RULIEN'S SEPTEMBER 26, 1974 LETTER AND BASED ON INFORMATION CONTAINED THEREIN, I CONCUR THAT PUBLIC HEARING REQUIREMENTS FOR THE SUBJECT PROJECT ARE SATISFIED AND THEREFORE GRANT LOCATION/DESIGN APPROVAL AS REQUESTED.

| RECOMMENDED |  | APPROVED |  |
|---|---|---|---|
| DATE | SIGNATURE AND TITLE | DATE | SIGNATURE AND TITLE |
|  |  | 9-26-74 | G. L. GREEN, DIVISION ENGINEER |

*Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-890

8085

September 26, 1974

**TO** G. L. Green, Division Engineer
Federal Highway Administration

**FROM** L. W. Rulien
Project Management Engineer

**SUBJECT** Program Data & Location/Design Approval
Project No. RF-72(6)
Wasco County

We are submitting program data for one rural primary project, Item No. 23, Project No. RF-72(6), "Cow Canyon Safety Rest Area", which we desire to have included in the Federal-aid Rural Primary Highway Program.

It is our present intention to receive bids for this project on October 24, 1974.

Enclosed is one copy each of State Clearinghouse and District 9 Clearinghouse A-95 approval letters dated September 10, 1974 and August 15, 1974, respectively.

The Negative Declaration for the subject project received FHWA concurrence on March 27, 1972.

We hereby request your concurre [illegible] the public hearing requirements of Vol. 7, Chap. 7, Sec. [illegible] PPM 20-8) of the Federal-aid Highway Program Manual have, in essence, been fulfilled and no further action is required based on the following:

a. Mr. H. A. Cooke, the affected property owner, during personal contacts did not express objections to the proposed site selection. This is evident from the records on file in the OSHD Right of Way Section.

b. Mr. H. A. Cooke accepted the State's first offer for the taking; besides, being willing to allow the State to wait until after a well was drilled and tested before exercising the option.

c. Mr. H. A. Cooke owns the land on both sides of the highway for approximately 0.57 miles northerly and approximately 0.87 miles southerly of the proposed site.

We further request your approval of the location/design as set forth hereinafter and in the enclosed study report for the project.

**Location/Design:**

a. The site location is adjacent to the westerly side of The Dalles-California Highway (FAP 4) at approximately Mile Post 69, which is 1.8 miles southerly of Shaniko Junction; i.e., the Junction of US 97 and US 197.

b. The proposed design consists of (1) a two-way connection with circulatory roads to parking areas providing spaces for 25 cars and 16 trucks; (2) a water supply system and a type 8 toilet building with sewage disposal facility; (3) features common to this type of motorist service; e.g., lighting, storage building, picnic facilities, concrete walks, etc.

Additional location/design details are contained in the enclosed study report which consists of the following documents:

| | |
|---|---|
| 1 copy | Location Section Study Report |
| 1 copy | Design Guide for Safety Rest Areas (Cow Canyon) dated March 8, 1972 |
| 1 copy | Dept. of Transportation Report (traffic) dated August 19, 1974 |
| 1 copy | Memo from Environmental Section dated August 21, 1974 |
| 1 copy | Right of Way Section Certification dated August 13, 1974 |
| 1 copy | Preliminary Development Plan |
| 1 copy | Preliminary Grading & Paving Plans |

The Highway Division has considered the enclosed study report, as well as the social, economic and environmental effects and has concluded that the location/design as set forth hereinabove is suitable for the proposed project.

The description of the location/design for which we are requesting your approval is being published in appropriate news media as required by Vol. 7, Chap. 7, Sec. 5 (PPM 20-8) of the Federal-aid Highway Program Manual. A copy of the request to the news media for publication is enclosed.

Encl.

JG:dg

bc F. B. Klaboe
A. E. Johnson
E. S. Hunter
J. H. Versteeg
H. S. Cox
D. E. Swan
B. L. Gifford

Budget Bureau No. 41-R2067

# FEDERAL-AID PROGRAM DATA

(PPM 21-1)

FORM PR-1 (REV. 4-61)

| | | | |
|---|---|---|---|
| MONTHLY TRANSACTION NO. | | | |
| DATE SUBMITTED TO W.O. | 9-26-74 | | |

| CARD | REPORT NUMBER | PROJECT LOCATION (45 typewriter spaces) | ADT | PRESENT | FUTURE | YEAR | REGION | STATE NAME |
|---|---|---|---|---|---|---|---|---|
| 2 | 1 | US 97, 5.3 mi. N. of Jefferson Co. Line | | 1,200 | 2,150 | 94 | 10 | Oregon |

| CARD | CHARACTER OF PROPOSED WORK (35 typewriter spaces) | NATL. FOREST | [illegible] | [illegible] | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER PREFIX LETTER(S) | NUMBER |
|---|---|---|---|---|---|---|---|---|---|---|
| 3 | Safety Rest Area | | | | | | | | RF- | 72 |

| CARD | CLASS OF FEDERAL FUNDS | COUNTY NAME |
|---|---|---|
| 4 | Rural Primary | Wasco |

| CARD | NAME OF URBAN AREA | ROUTE NO. | FEDERAL-AID | STATE | U.S. |
|---|---|---|---|---|---|
| 4 | -- | P | 4 | 4 | 97 |

ESTIMATED PROJECT COST BY PHASES

| CARD | LINE NO. | CHANGE CODE | PROJECT CODE | CLASS | WORK TYPE | STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5 | | | | | PE | | US 97, 5.3 mi. N. of Jefferson Co. Line | | | | | |
| 5 | | | | | ROW | | | | | | | |
| 5 | | | | | CONST (CODE)<br>Y021<br>Y022 | | "Cow Canyon Safety Rest Area" | 0.0 | 368,000 | 287,700 | 80,300 | |
| | | | | | | | PROJECT TOTALS | 0.0 | 368,000 | 287,700 | 80,300 | |

| CARD | CODE | |
|---|---|---|
| 1 | 1 | PREPARED BY |
| 1 | 14 | PROGRAM APPROVAL DATES |

REMARKS

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

9-26-74

# FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| PROJECT LOCATION (45 typewriter spaces) | ADT | PRESENT | FUTURE | YEAR | REGION | STATE NAME | STATE CODE | APPN CODE | ITEM NO. |
| US 97, 5.3 mi. N. of Jefferson Co. Line | | 1,200 | 2,150 | 94 | 10 | Oregon | 41 | 073 | 23 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| PROPOSED WORK (35 typewriter spaces) | NATL. FOREST | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER PREFIX LETTER(S) | NUMBER | SEQ. NO. | I. Projects Only POST MI. DESIG. |
| Rest Area | | | | RF- | 72 | (6) | |

FUNDS: Rural Primary

AREA: --

| | | | | |
|---|---|---|---|---|
| COUNTY NAME | Wasco | CODE 065 | PROGRAM STAGE | ☐ 1 OR ☒ 2 |
| ROUTE NO. P | FEDERAL-AID 4 | STATE 4 | U.S. 97 | |

| WORK TYPE | STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|---|---|---|
| PE | | US 97, 5.3 mi. N. of Jefferson Co. Line | | | | | | Construct safety rest area with comfort and convenience facilities. |
| ROW | | | | | | | | |
| CONST (CODE)<br>Y021<br>Y022 | | "Cow Canyon Safety Rest Area" | 0.0 | 368,000 | 287,700 | 80,300 | | ROW - 220' normal; Access control - partial; parking restrictions - none. |
| | | PROJECT TOTALS | 0.0 | 368,000 | 287,700 | 80,300 | | |

ESTIMATED PROJECT COST BY PHASES

ED BY

APPROVAL DATES

REMARKS

-over-

USCOMM DUSC OMM-DC 48008-P61

# [illegible] CANYON SAFETY REST AREA
## PROJECT NO. RF-72(6)

Existing Facility: Two 11-foot travel lanes of A.C. pavement with 8-foot shoulders which 4 feet of each is bituminous surfaced adjacent to the traveled lanes.

Adjacent Sections: Same as existing facility.

Project Data: The proposed project consists of construction of a safety rest area including comfort and convenience facilities providing features common to this type of motorist service; e.g., entrance-exit roadway, circulatory roads, parking areas, walkways, water supply system, restroom and disposal system, picnic facilities, illumination and other incidental work.

System Action, Railroads, Airports, Water Development, Historical and Recreational Areas: None involved.

IM 50-1-70 Requirements: State Clearinghouse and District 9 Clearinghouse A-95 approval letters dated September 10, 1974 and August 15, 1974, respectively.

PPM 90-1 Requirements: Negative Declaration was concurred in by FHWA March 27, 1972.

Public Hearings: Request for FHWA's concurrence that the hearing requirements have been fulfilled is being submitted concurrently with this program.

Location/Design Approval: Request being submitted concurrently with this program.

Unusual Circumstances: It is possible that the specifications for this project will require the contractor to utilize a mandatory base material source site for the grid-rolled base material needed for the construction of the project. If a mandatory base material source site is specified, justification for mandatory use of the site will be submitted as a separate action.
NOTE: The project is in Congressional District No. 2.

Data for PR-37:

On ROW-1; ROW-F; Sanitary Facilities - - - Y
Type Code Y021; Safety Rest Area - - - - - - - - $212,000
Type Code Y022; Comfort & Convenience
Facilities - - - - - - - - - - - - - - - - - - - $156,000

FILES

# LOCATION STUDY REPORT

## COW CANYON SAFETY REST AREA
## THE DALLES-CALIFORNIA HIGHWAY
## WASCO COUNTY

The proposed project is located 24 miles northerly of Madras at MP 69 on The Dalles-California Highway in Waco County, Oregon.

The existing rest area located at MP 71.3 does not satisfy the Oregon State Highway Division's policy of providing adequate safety rest areas at convenient locations for the enjoyment and safety of the traveling public. It is located in a narrow canyon with no chance of expansion due to the steep hillsides on both sides of the highway. The facilities provided include limited parking spaces, outdoor privies, and a few picnic tables. There is no drinking water.

The proposed project is to relocate and improve the rest area. The new area will include more parking spaces (for a total of 25 cars and 16 trucks). A piped water system, modern sanitary facilities, and landscaped picnic areas (shown on attached plans) will also be provided.

Upon completion of the new rest area the existing site will be abandoned. Facilities will be removed and parking areas, paths and paved surfaces will be removed or obliterated.

We recommend the proposed new rest area be approved as a replacement and expansion site for the existing substandard Cow Canyon rest area on The Dalles-California Highway.

DB:jp
8/23/74

FORM E-90

**OREGON STATE HIGHWAY DIVISION**
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon 97310

**DATE** August 21, 1974

**TO** D. E. Swan
Federal Aid Engineer

**FROM** Gary A. Potter, Manager
Environmental Section

Gary

**SUBJECT** Cow Canyon Safety Rest Area

Per your request the Environmental Section has reviewed the FHWA approved negative declaration, dated March 9, 1972, for the subject project and has found it consistent with the project proposal as it now stands.

GAP:ss

cc: E. S. Hunter
L. W. Rulien
L. E. George
V. D. Wolfe
John Oakes
Roy Olson
D. H. Harwell
C. M. Williams

NOTED
D. E. SWAN

RECEIVED
AUG 22 1974
PROJECT MANAGEMENT SECTION

cc: FHWA
8-22-74
J.G.

**STATE OF OREGON**
**Department of Transportation**

**INTEROFFICE MEMO**

DATE: August 19, 1974

TO: Victor D. Wolfe
Location Engineer

FROM: Thomas H. Schwab
Transportation Engineer

SUBJECT: Public Hearing Documentation
Cow Canyon Safety Rest Area
The Dalles - California Highway
Wasco County

During 1973, the average daily traffic on The Dalles-California Highway at the Cow Canyon Safety Rest Area was 1,200 vehicles. The projected 1993 average daily traffic is 2,150 vehicles. Approximately 15 percent of the highway traffic stops at the rest area.

THS:smh

cc: Stu Couper
Don Keyes ✓

RECEIVED
AUG 20 1974
LOCATION
SECTION

81.125.1367

**MID-COLUMBIA ECONOMIC DEVELOPMENT DISTRICT**

WASCO COUNTY COURTHOUSE ANNEX B
THE DALLES, OREGON 97058

502 EAST FIFTH STREET

TELEPHONE 503 — 296 2266

August 15, 1974

L. W. Rulien
Project Management Engineer
State Highway Division
State Highway Building
Salem, Oregon 97310

Dear Mr. Rulien:

At the regular meeting on August 14, 1974 the Mid-Columbia Economic Development District, in its capacity as A-95 Clearinghouse for District 9, approved the State Highway Division's Intent to Apply for Federal Highway Administration funds with which to replace a roadside safety rest area with a better facility at Cow Canyon on Highway 97 in Wasco County.

Sincerely,

Douglas C Couch

Douglas C. Couch
Natural Resource Planner

DCC:bw
8-19-74

cc: G. L. Green, FHWA
R. L. Schroeder
J. B. Boyd
J. H. Versteeg
H. S. Cox
E. S. Hunter
V. D. Wolfe
R. E. Royer
G. A. Potter
B. L. Gifford
R. S. Hawkins
Carl M. Williams
✓ D. E. Swan

NOTED
D. E. SWAN

BEN GIFFORD
8-12-74

RECEIVED
AUG 16 1974
PROJECT MANAGEMENT SECTION

Bm/R

FORM 2-30

# OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE
Salem 97310

**DATE** August 13, 1974

**TO** L. W. Rulien, Project Management Engineer
Attention D. E. Swan

John R. Oakes

**FROM** John R. Oakes
Assistant R/W Engineer

**SUBJECT** File 47057 - Cooke
Cow Canyon Safety Rest Area Section
The Dalles-California Highway
Wasco County

The right-of-way for the above project consisted of this one file.

I certify that to the best of my knowledge the following statement is correct with regard to this file.

"No individuals or families have been displaced on the project.

All necessary rights-of-way including control of access have been acquired including legal and physical possession."

This certification does not include rights-of-way, rights of access or rights of entry that are being purchased from utilities or railroads as part of agreements being handled by Utility Unit. These will be certified separately by the Utility Engineer.

JRO:ha

NOTED
D.E. SWAN

RECEIVED
AUG 14 1974
PROJECT MANAGEMENT SECTION

# OREGON STATE DEPARTMENT OF TRANSPORTATION
# HIGHWAY DIVISION

## DESIGN GUIDE FOR ~~INTERSTATE~~ SAFETY REST AREAS

NAME OF REST AREA Cow Canyon

HIGHWAY The Dalles-California M.P. 69.0 COUNTY Wasco DATE March 8, 1972

## I Traffic Data

A = 20 year ADT
19 90 = 2,070 x 1.176 (Seasonal factor) = 2,434

B = Peak hour directional traffic = A 2,434 x K 0.135 x D — = 329
Where K = Ratio of design hourly volume to ADT (0.135)
D - Directional distribution of design hourly volume (0.6)

C = Vehicles stopping peak hour = B 329 x 0.13 = 43

The percentage of vehicles stopping in rest areas varies from about 5 percent to about 13 percent, depending upon location. For example,

1) Near commercial or recreational facilities, C = B x 0.05
2) Typical rural area, C = B x 0.09
3) In an isolated area, with no nearby commercial or recreational facilities, C = B x 0.13

## II Parking Requirements

Actual
M = Total parking spaces = C x 0.5 = 22 32
N = Car parking spaces = M x 0. = 15 20
O = Truck parking spaces = M - N = 7 12

## III Comfort Facilities

P = Persons/hour using facilities = C x 2.25 = 97
The factor 2.25 is derived by multiplying the average vehicle occupancy (3.0) by the ratio of persons using comfort facilities (0.75)
Q = Number of persons using men's facility = P x 0.5 = 49
R = Number of persons using women's facility = P x 0.5 = 49

The required facilities may be determined by entering the value for persons/hour into the following table:

| Persons/hour using rest room during design hours (Q) | Number of facilities - men's room | | | Hand dryers: | |
|---|---|---|---|---|---|
| | Urinals | Toilets | Wash basins | Paper towels or | Air dryers |
| 0-105 | 2 | 2 | 2 | 2 | 2 |
| 105-225 | 3 | 3 | 4 | 3 | 4 |
| 225-315 | 4 | 4 | 5 | 4 | 6 |
| 315-375 | 5 | 4 | 5 | 4 | 7 |
| 375-435 | 7 | 4 | 5 | 5 | 7 |
| 435-500 | 9 | 5 | 7 | 5 | 8 |

| Persons/hour using rest room during design hours (R) | Number of facilities - women's room | | Hand dryers | |
|---|---|---|---|---|
| | Toilets | Wash basins | Paper towels or | Air dryers |
| 0-105 | 4 | 3 | 2 | 2 |
| 105-225 | 6 | 4 | 3 | 4 |
| 225-315 | 9 | 6 | 4 | 6 |
| 315-375 | 10 | 6 | 4 | 7 |
| 375-435 | 12 | 8 | 5 | 7 |
| 435-500 | 14 | 8 | 5 | 8 |

## IV Other Facilities

Type "8" Toilet
S = Picnic tables (includes shelters w/tables) = M x .4 = 8
(Factor of .3 to .5 may be used where local conditions so dictate)
T = Litter receptacles = M x .3 = 8
(Factor of .2 to .4 may be used where local conditions so dictate)
U = Drinking [illegible]

8085

September 26, 1974

**TO** Executive Department
Federal Aid Coordination Unit

**FROM**

L. W. Rulien
Project Management Engineer

**SUBJECT** Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following Rural Primary project.

| Item No. | Project No. | Section Name & PNRS No. |
|---|---|---|
| 23 | RF-72(6) | Cow Canyon Safety Rest Area<br>#7408-2-200 |

Enc.

JG:dg

bc D. E. Swan
B. L. Gifford

8085

FORM 81-734-2030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

August 23, 1974

FILE:

FROM:

SUBJECT: Cow Canyon Safety Rest Area
The Dalles-California Highway

TO: Mr. E.S. Hunter
Assistant State Highway Engineer

A Location Study Report of the subject project is enclosed for your consideration. This facility is now programmed as a Federal-aid Primary project. Actions that must be taken to obtain Federal Highway Administration approval are outlined in D.E. Swan's memo dated August 12, 1974.

If you approve this report please send three copies, with the enclosures, to Larry Rulien for submission to the Federal Highway Administration.

Victor D. Wolfe
Victor D. Wolfe
Location Engineer

8-28-74
OK ESH

WAE:jp
Enclos

8-28-74
ORIGINAL TO
L.W. Rulien
with attachments

RECEIVED
AUG 26 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

4

FORM 81-734 3030

**OREGON STATE HIGHWAY DIVISION** FILE:

INTER-OFFICE CORRESPONDENCE

Bend, Oregon, 97701

August 22, 1974

FROM: Robert A. Sandmann
Regional Construction Engineer

TO: J. H. Versteeg
Road Design Engineer

SUBJECT: Cow Canyon Safety Rest Area
Left Turn Refuge
Construction/Cost Estimate
The Dalles-California Highway
Mile Post 69

Herewith following data on "Subject" for your consideration:

- 1 - Book Field Notes (X-Sects & Levels)
- 1 - Pad Quantity Computations
- 1 - Roll X-Sections
- 1 - Roll Detail Map

Two proposals were considered and are presented for providing a left turn refuge for the new Cow Canyon Safety Rest Area.

The Ultimate proposal is for connecting the two three-lane sections now in existence, north and south of the new Rest Area site. This would require construction of an additional lane, more or less, for approximately 6000 feet. In the process of connecting the three-lane sections, the additional width for the left turn lane would be obtained partially from the transition from two-lanes to one-lane south bound. Total estimated cost for this proposal is $119,000.00.

The Lesser proposal is for the continuation of the south bound two-lanes to the Rest Area access where, through the transition from two-lanes to one-lane south bound, a left turn refuge is developed. No work is proposed on the easterly side of the highway. Estimated cost for this proposal is $35,000.00.

The Ultimate proposal is preferred. However, recognizing the monetary situation as it is, an interim solution providing for a left turn refuge using the Lesser proposal would be acceptable.

RAS:pw

Enclosure

1 V

2 1

8085 1 yellow

1859

**OREGON STATE**
**HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

August 12, 1974

TO

Executive Department
Federal Aid Coordination Unit

Mid-Columbia Economic Development District
Wasco County Courthouse
The Dalles, Oregon 97058

FROM

L. W. Rulien
Project Management Engineer

SUBJECT

Notice of Intent for F. A. Primary Funds
State Admin. Dist. No. 9
Cow Canyon Safety Rest Area
The Dalles-California Highway
Wasco County

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices in Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal-aid funds on this project to be September 20, 1974.

Attachment

BLG:dc

cc: G. L. Green, FHWA
R. L. Schroeder
J. B. Boyd
J. H. Versteeg
H. S. Cox
E. S. Hunter
Victor D. Wolfe
R. E. Royer
G. A. Potter
B. L. Gifford
R. S. Hawkins
Carl M. Williams

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

| | | | |
|---|---|---|---|
| For Internal Use Only | 1-8] PNRS # | 9] CARD TYPE: | Page One |

02 — 12] APPLICANT [45: State Highway Division | 46] DIVISION [79: Department of Transportation

03 — 12] APPLICANT ADDRESS STREET [45: State Highway Building | 46] CITY [60: Salem | 76] ZIP [80: 97310

04 — 12] CONTACT PERSON [45: L. W. Rulien | 46] AREA CODE [48: 503 | 49] PHONE [55: 378 | 56] EXTENSION [59: 6563

01 — 12] PROJECT TITLE [71: Cow Canyon Safety Rest Area, District 9

11 — 12] PROJECT LOCATION CITY [45: The Dalles - California Highway | 46] PROJECT LOCATION COUNTY [79: Wasco

05 — 12] SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY) [71: This project involves the development of a Safety Rest Area at Cow Canyon,

06 — 12] [71: approxiamately 5.0 miles north of the Jefferson Co. line adjacent to The Dalles -

07 — 12] [71: California Hwy., construction will include access facilities, parking, toilet

08 — 12] [71: building and sewage disposal system, irrigation and those incidental items

09 — 12] [71: necessary to provide a modern safety rest area for the traveling motorist.

10 — 12] [71

12

| FEDERAL FUNDS | | NON-FEDERAL MATCHING FUNDS | | OTHER | TOTAL |
|---|---|---|---|---|---|
| 12] (A) Grant [19 | 20] (B) Other [27 | 28] (C) State [35 | 36] (D) Local [43 | 44] (E) FUNDS [51 | 52] (F) FUNDS [60 |
| 253,500 | - - | 71,500 | - - | - - | 325,000 |

13 — 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 — 12] FEDERAL PROGRAM TITLE [71: Title 23 USC Highways

15 — 12] FEDERAL AGENCY NAME [45: U.S. Department of Transportation | 46] FEDERAL SUB-AGENCY NAME [79: Federal Highway Administration

17

**(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 | INTER-STATE ☐ 13 | COUNTY ☐ 14 | CITY ☐ 15 | SCHOOL DISTRICT ☐ 16 | SPECIAL DISTRICT ☐ 17 | COMMUNITY ACTION ☐ 18 | SPONSORED ORGANIZATION ☐ 19 | OTHER ☐ 20

**(B) TYPE OF ACTION:** (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 | CONT. GRANT ☐ 22 | SUPPL'T GRANT ☐ 23 | INCREASE DURATION ☐ 24 | DECREASE DURATION ☐ 25 | CANCELLATION ☐ 26 | INCREASE DOLLARS ☐ 27 | DECREASE DOLLARS ☐ 28

**(C) IS THERE A COMPREHENSIVE PLAN?**

STATE Yes ☒ 29 No ☐ 30 | REGIONAL Yes ☐ 31 No ☐ 32 | LOCAL Yes ☐ 33 No ☐ 34

(See IV, Page 2)

**(D) REVIEW REQUIRED by A-95** Yes ☒ 35 No ☐ 36

**(E) ENVIRONMENTAL IMPACT** Yes ☐ 37 No ☒ 38

**(F) HOUSING RELOCATION REQUIRED** Yes ☐ 39 No ☒ 40

**(G) ESTIMATED APPLICATION FILING DATE:** 41] MONTH [42: 9 | 43] DAY [44: 20 | 45] YEAR [46: 1974

## ADDITIONAL INFORMATION — ALL APPLICANTS

FEDERAL CATALOG NUMBER
(OR PUBLIC LAW NO. AND TITLE) 20.205 Highway Planning and Construction

I HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? No ☐ Yes ☒ Date: August 12, 1974

III. HAS FUNDING AGENCY BEEN NOTIFIED? No ☐ Yes ☒ Date: August 12, 1974

V. IF PROJECT INCLUDES STATE FUNDS (12C), IDENTIFY AGENCY State Highway Division

V. LIST PERTINENT PLANNING DOCUMENTS OR PROJECT STUDIES (See 17C) Federal-Aid Primary Program

EXPLAIN DEVIATIONS (IF ANY) FROM PERTINENT PLAN

(a) Federal Congressional District(s) Number(s) 2
(b) State Representative District(s) Number(s) 55
(c) State Senatorial District(s) Number(s) 28

## STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

| GENERAL FUND CASH | OTHER FUND CASH | IN KIND |
|---|---|---|
| $ | $ | $ |

(c) FUNDING METHOD

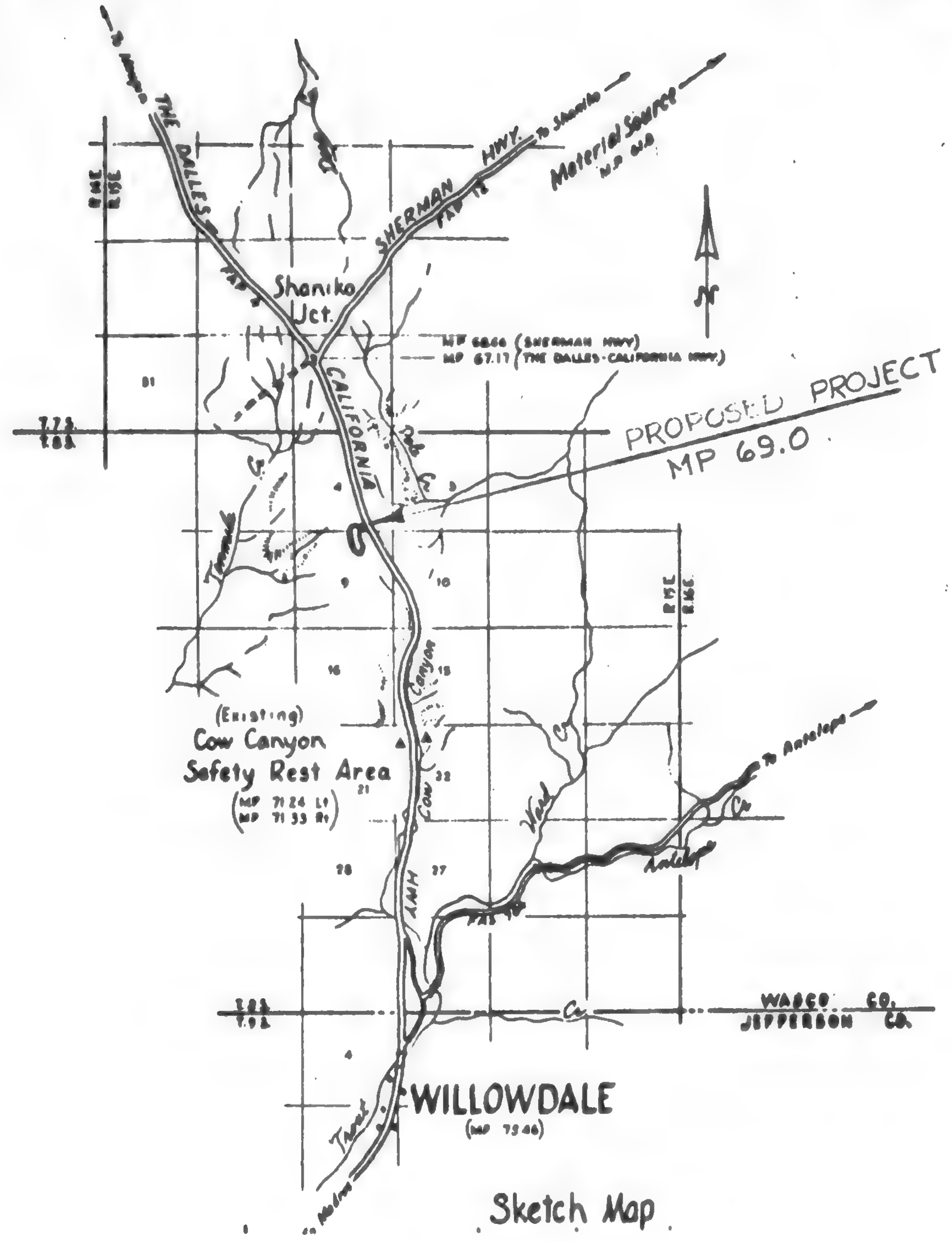
|  | FEDERAL SHARE |  | STATE SHARE |  | TOTAL |  |
|---|---|---|---|---|---|---|
| First Year | % | $ | % | $ | % | $ |
| Second Year | % | $ | % | $ | % | $ |
| Third Year | % | $ | % | $ | % | $ |

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes

## REMARKS

This project is proposed by the State Highway Division Right-of-Way was amiably acquired for this project. A public hearing will not be required.



Sketch Map

Cow Canyon Safety Rest Area
The Dalles-California Highway
Wasco County, M.P. 69

8085

FORM 2-30

**OREGON STATE HIGHWAY DIVISION**

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE August 12, 1974

TO Memo to the Files

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Cow Canyon Safety Rest Area
The Dalles-California Highway

The subject project was originally scheduled to be financed with State funds. It now has been decided to program this facility as a Federal Aid Primary project.

In order to secure FHWA approval, the following actions need to be taken:

1. Preparation of an A-95 review
2. Update Location Study Report including:
    - a. Location Section narrative
    - b. Letter from Traffic Section
    - c. Letter from R/W Section certifying that right-of-way was purchased in accordance with uniform relocation act
    - d. Plan and profile
    - e. Design guide
3. Update Negative Declaration as required or document sufficiency of existing declaration.

DES:dg

cc E. S. Hunter
L. W. Rulien
L. E. George
V. D. Wolfe
G. A. Potter
John Oakes
Roy Olson
D. H. Harwell
B. L. Gifford
C. W. Williams

FORM 87734-3030

4

**OREGON STATE HIGHWAY DIVISION**
INTER-OFFICE CORRESPONDENCE
Bend, Oregen 97701
August 9, 1974

FILE:

FROM: Carl M. Williams
Regional Engineer

SUBJECT: Signing for Proposed
Cow Canyon Rest Area
Prefix 33-1411

TO: J. H. Versteeg
Road Design Engineer
SALEM

Estimated price of the rest area construction is $315,000.

By using the existing signs on new posts and adding a few signs, we can save $6450, or 2 percent of the total installation.

I was brought up to save and scrimp. My 10 years in Maintenance taught me to conserve money and I am proud of that learning. But here we are, building a rest area with vandal proof tables and chairs, wheelchair ramps for the one person in 20,000 that needs ramps, special stone masonry walls, and infrared heaters. Then, we propose to save a few thousand dollars on the signs that indicate the rest area exists.

Don't get me wrong, I believe in the rest area concept. I believe in building them stout and I believe Cow Canyon is an excellent place for a modern rest area. But, as any advertising man will tell you, you do not sign to an expensive motel with a stenciled, cardboard sign.

Let us install new signs.

Carl M. Williams

CMW:mr

1 Versteeg V
A. Olson
2 Terpin T
Scott
Swenson
3 R. Olson RBO
Trout
Copy B. Beard (BB)

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FORM E-30

# OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE July 18, 1974

TO MEMO TO THE FILES

Lyle K. Watson

FROM Lyle K. Watson, Design Team Supervisor

SUBJECT Cow Canyon Safety Rest Area
The Dalles-California Highway
Wasco County

Upon completion of the construction on the named section, the existing rest area at M.P. 71.3, will be abandoned. The buildings, picnic tables, etc. are to be removed. Parking areas, footpaths or paved areas are to be removed or obliterated.

This work is to be done by the maintenance forces as per request from the Region.

LKW:we
cc: Carl Williams
Roy Olson
Maintenance Section

1 Versteeg U
A. Olson
2 Terpin T
Scott
Swenson
R. Olson
Trout

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FORM 81-734-3080

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Bend, Oregon 97701
June 21, 1974

FILE:

FROM: Robert A. Sandmann
Regional Construction Engineer

XXX R. J. VanCleave
BY: R. J. VanCleave
Regional Geologist

SUBJECT: Material Source
Cow Canyon Safety Rest Area
[redacted]
Wasco County

TO: Frank E. Terpin
Final Design Engineer
SALEM

L. K. Watson indicates the quantity of material needed is 4500 total yards. This includes AC aggregate, leveling course, and grid rolled base. No development plan or permit is necessary, as acreage and quantity are under the minimum requirements.

The Region concurs in that the State source (IR-1-1640) be made mandatory for the grid rolled base; but due to the small quantity of AC material, a contractor may wish to buy it from a commercial source in Madras. This option should be open to them.

Restriction on the use of the site should be that the contractor only be allowed to work in the floor of the existing pit, keeping it in a level condition.

RJV:mr

1 Vartecg V
2 A. Olson
3 Tolson T
off.
5 Swenson
R. Olson
4 Trout R

RECEIVED

ROAD

6-27-74
R. A. Sandmann to provide typical section & work area in pit area
L.W.

REFERRED TO
Cole
Reed
Eriksen
Sample
Hager
Watson L.W.
[✓ Return] ☐
Discuss ☐
Forward ☐
File ☐
BY FINAL DESIGN ENGINEER

Salem, Oregon

June 12, 1974

Carl Williams, Region IV Engineer

Frank E. Terpin, Final Design Engineer

Cow Canyon Safety Rest Area
[redacted]
Wasco County

It has been recommended by C. J. Gregg and H. N. Van Cleave that the quarry located at M.P. 61.8 on the [redacted] map number 1R-1-1640, copy attached, be designated as a mandatory material source for the named section. Please prepare a development plan, reclamation plan and obtain the necessary permits. This information is needed as soon as possible as this project is scheduled for a September 26, 1974 bid opening.

Do you concur that the source be made mandatory?

LKW:ms
Enclosure
cc: C. G. Swenson
L. K. Watson

1 Versteeg U
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout A

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Salem, Oregon
April 23, 1974

Len Wallace
Bridge Design Engineer
329 State Highway Building

Cow Canyon Safety Rest Area
[redacted]
Wasco County
M.P. 69.0

Cow Canyon Safety Rest Area is scheduled for the fall 1974 letting.

It is planned to use a standard type 8 toilet building and a reservoir and storage building, the same as was constructed at Oak Grove Safety Rest Area.

The sewage disposal system design is completed, and permit from D.E.Q. was received February 22, 1974.

Will you please have your department furnish plans for the standard type 8 toilet building, reservoir and storage building, and pumping and chlorination system.

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Road Design Engineer

REO:vmt

Versteeg
A. Olson
Terpin T
Scott
Swenson
R. Olson
Trout

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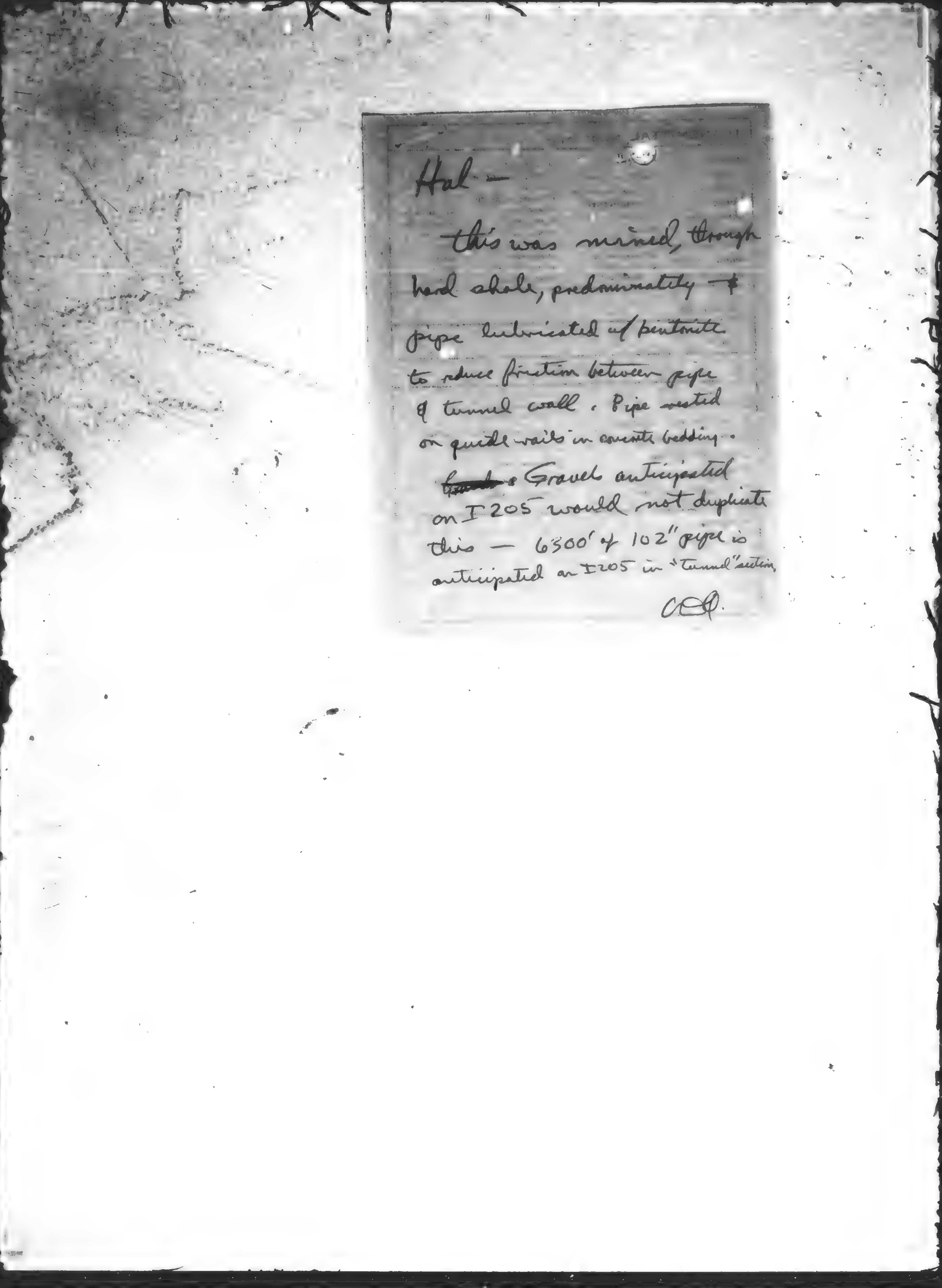

Hal —

this was mined, through hard shale, predominately — & pipe lubricated w/ bentonite to reduce friction between pipe & tunnel wall. Pipe rested on guide rails in concrete bedding.

~~[illegible]~~ Gravel anticipated on I 205 would not duplicate this — 6300' of 102" pipe is anticipated on I205 in "tunnel" section

FORM 2-90-X (12-67)

**OREGON STATE HIGHWAY DEPARTMENT**
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 12, 1974

SUBJECT: Cow Canyon Safety Rest Area
The Dalles-California Highway
Wasco County, M.P. 69

To: Carl Williams
Region IV Engineer
The Dalles-California Hwy., N.
P.O. Box 1249
Bend, OR 97701

Attached is a copy of a letter to Versteeg with Hunter's remarks and a new set of plans of the proposal.

Plans are to use a standard type 8 block toilet building and a reservoir with storage building like the one at Oak Grove.

We hope to schedule the project for the July letting.

Any suggestions you might have will be appreciated.

Roy E. Olson
Landscape Engineer

vmt

Enclosures 2

cc J. H. Versteeg

1 Versteeg V
A. Olson
2 Terpin T
Scott
3 Swenson
R. Olson
Trout 4

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FORM [illegible] (REV. [illegible])

**OREGON STATE HIGHWAY DIVISION**
**INTER-DEPARTMENT CORRESPONDENCE**

Salem, Oregon
~~March 11, 1974~~
4-11-74

SUBJECT: Cow Canyon Safety Rest Area
The Dalles-California Highway
Wasco County, M.P. 69
Safety Rest Area Acquisition and Development Program

To: J. H. Versteeg
Road Design Engineer
224 State Highway Building

The status of the project is as follows:

Property has been acquired.
Development plans are completed.
Well drilling was completed October 19, 1972.
Sanitary Authorities in Wasco County contacted January 19, 1973, for approval of septic tank and disposal field; and final approval for the sewage disposal system received on February 22, 1974, from DEQ. The permit will expire February 3, 1975.
Additional plans required are:

Parking and entrance ramps.
Type "8" toilet building
Water supply and electrical system

It is recommended that the project be programed at an early date.

Estimated cost is $230,000.

Roy E. Olson
Landscape Engineer

vmt

4-11-74
[illegible] on [illegible] fall [illegible]
cc Versteeg

1 Versteeg V
2 A. Olson [illegible]
3 Terpin
Scott
Swenson
R. Olson
Trout

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MAR 21 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

4

**OREGON STATE**
**HIGHWAY DIVISION**

January 23, 1974

Wasco-Sherman Public Health Department
400 E. Fifth Street
Court House Annex
The Dalles, OR 97058

Attention Robert N. Wilson

Gentlemen:

Subject: Cow Canyon Safety Rest Area
Wasco County

On September 11, 1973, a revised plan of the subject rest area and transevaporation bed together with copies of the calculations, data and engineering criteria by the hydrolics engineer were sent to Mr. Kenneth W. Kauffman for approval. Copies of the same were sent to your office.

Today we received new instructions for application to DEQ for statement of approval of proposed sewage disposal. The list attached to the letter indicated that your office has authority to approve the installation in the Cow Canyon area.

We are anxious to get this project under way and request early approval of the sewage disposal system.

We will be happy to furnish any additional information that you might need to expedite the matter.

Yours truly,

Roy E. Olsc
Landscape Engineer

vmt

Versteeg

1 Versteeg ✓
2 A. Olson
3 Terpin
Scott
Swenson
R. Olson
Trout 4

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ROAD DESIGN SECTION

Other

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FORM E-30

# OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE September 5, 1973

TO E. S. Hunter, Assistant State Highway Engineer

FROM J. H. Versteeg, Road Design Engineer

J H Versteeg

SUBJECT Safety Rest Area Acquisition and Development Program

Attached is a list of seven rest areas that are proposed for development by mid 1974. It is estimated that the total cost for all seven rest areas will be a million and one half dollars.

Funds have not been programed to date for any of these projects. I have been advised by Office Engineering that unless these rest areas are constructed in conjunction with a highway project there will be no Federal participation.

I would appreciate your recommendations on which of these projects we should concentrate on and if funds are likely to be made available for development of rest areas.

JHV:jh
cc: L. H. Young (w/Aug. 31 Letter)
Roy Olson

9-10-73
Hal

Pls discuss
E.S.H.

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SEP 6 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

For additional Data
See: Maint.
Parks
Gen. 10-6-70

original to
Hal Versteeg

4

FORM E-90-X 12-67

## OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

August 30, 1973

SUBJECT: Cow Canyon Rest Area
Transevaporation Bed
The Dalles-California Highway
Wasco County

To: Mr. Roy Olsen
Landscape Engineer

1 Versteeg ✓
2 A. Olson
3 Terpin T
Scott
Swenson
R. Olson
Trout

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We have reviewed your proposed design for a transevaporation bed at the Cow Canyon Rest Area and concur with Mr. Kenneth Kauffman, Sanitarian for the State Health Division, that it should be enlarged if the facility is to be used the entire year. The surface area should be 0.375 acres as compared to 0.152 acres in your proposal. The bed should consist of 18 inches of uniform-sized river gravel (3/4"-1/2") covered with a six-inch blanket of top soil planted with vegetation which can survive in the area and which has an affinity for water--clover was assumed for calculating evapotranspiration rates. It should be noted that a less expensive pipe distribution system might be achieved by utilizing a branching network in lieu of the looping network shown.

Our review was based on the premise that all waste water plus precipitation in an average year would be completely consumed through the evapotranspiration process. Monthly water consumption by this process was estimated by the Hargreaves Equation which considers the following parameters:

1. Type of vegetation
2. Lattitude of area
3. Mean monthly temperature
4. Mean monthly humidity at 12:00 noon

A copy of the data and calculations is attached.

Waste water volumes by month were estimated by assuming an average daily usage of 600 gallons based on a previous study by your office on water usage at the Baldock Rest Area on I-5. The average monthly volume was then multiplied by a monthly usage factor which reflects the fluctuations in seasonal usage.

Precipitation and temperature values were determined by averaging the mean monthly values at three weather stations in the area--Moro, Kent and Antelope. Although mean monthly values do not reflect extremes in precipitation and temperature which are normally used for design, it is felt that a design based on highest monthly precipitation and lowest monthly temperature values would result in too large a bed since the probability of these two parameters occurring together each month of any given year would be extremely small.

Gravels for the bed have two primary functions. First, they provide a porous media through which the waste water can be dispersed from the pipe distribution system. Second, they provide a storage area for water when inflow exceeds consumption. For these reasons a uniform gravel has been suggested since it has more voids (approximately 40% voids) than does a graded material.

Evapotranspiration rates are dependent upon the type of vegetation and the depth of top soil covering the gravels. Grass used as cover should have a high water consumption rate. Since the root zone on most grasses does not extend much below a six-inch depth, any greater depth of soil would effectively cut off the plants from its underground water supply.

It is hoped that this information will expedite approval by the State Health Division for this facility. If there are further questions, feel free to contact us.

Richard L. Lenz
Hydraulics Engineer

By

Stephen H. Macnab
Hydrologic Engineer

Attachment

SHM:mc

cc Victor D. Wolfe
J. H. Versteeg

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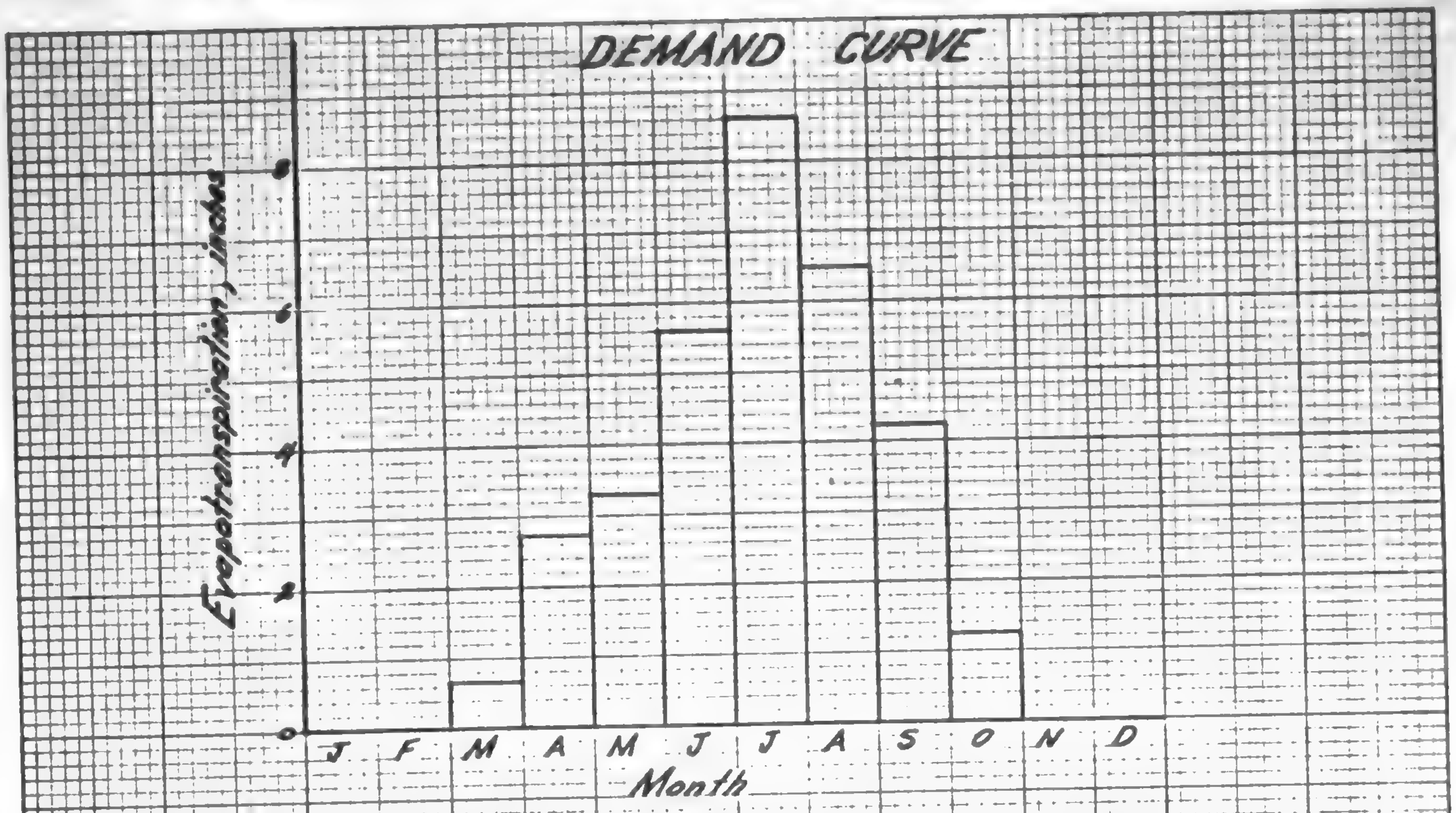
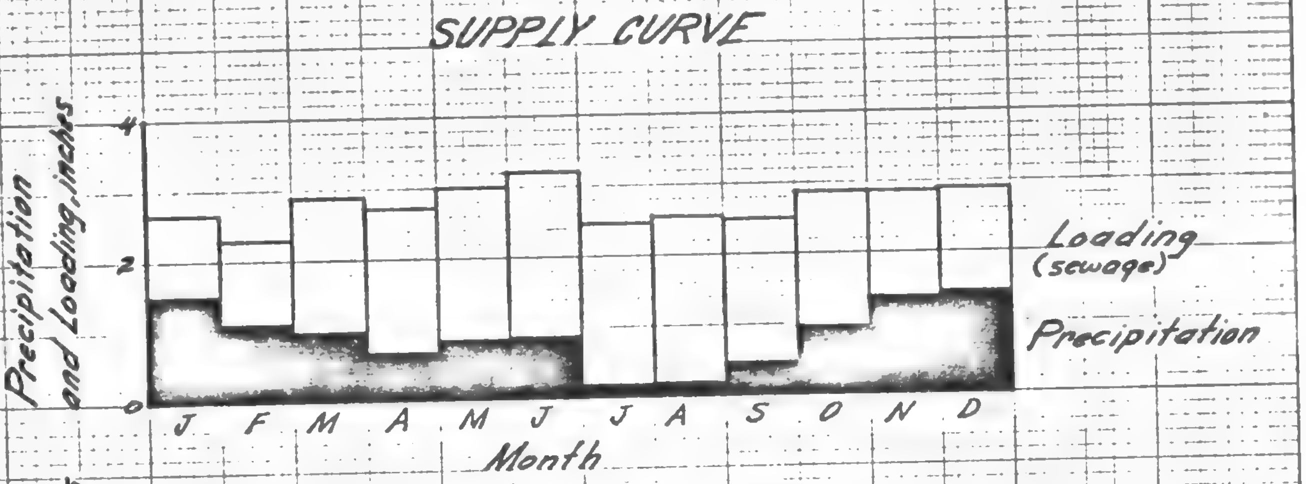
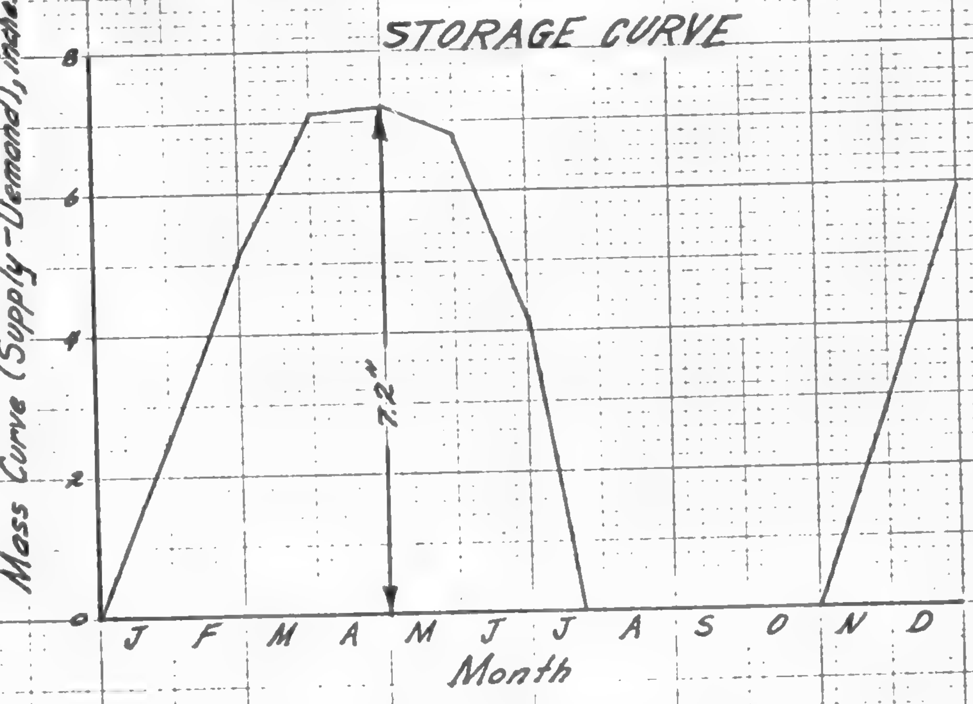
10 X 15 INCHES MADE IN U.S.A.
KEUFFEL & ESSER CO.







S.H. Macnab
Hydraulics Unit

FORM E-30 (REV. 10-60)

4

# OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 7, 1972

**SUBJECT:** Geophysical Investigation
Cow Canyon Safety Rest Area
The Dalles-California Highway
Wasco County

**To:** Mr. F. W. Yarbrough
Soils & Geology Engineer
Office

At the request of Roy Olson, Landscape Engineer, the above investigation to locate test drilling sites was recently completed. The recommended test sites, shown on Map #5, were staked in the field.

It was determined that the groundwater table could be as shallow as 330 feet; however, it is likely nearer 400 feet, and it will probably be necessary to drill deeper to find an aquifer that will give up the water. It is suggested not to drill deeper than 700' unless conditions at the time of drilling indicate it would be wise to go deeper.

Water found shallower than 350' is likely to be perched and not reliable as a source of water.

It is recommended that only contractors with air rotary equipment capable of 1000' be asked to bid, and that two wells be constructed.

Included herewith, as requested, are suggested Items to be included in special provisions.

1 Hall
A. Olson
Terpin
Scott
Swenson
2 R. Olson
Treut

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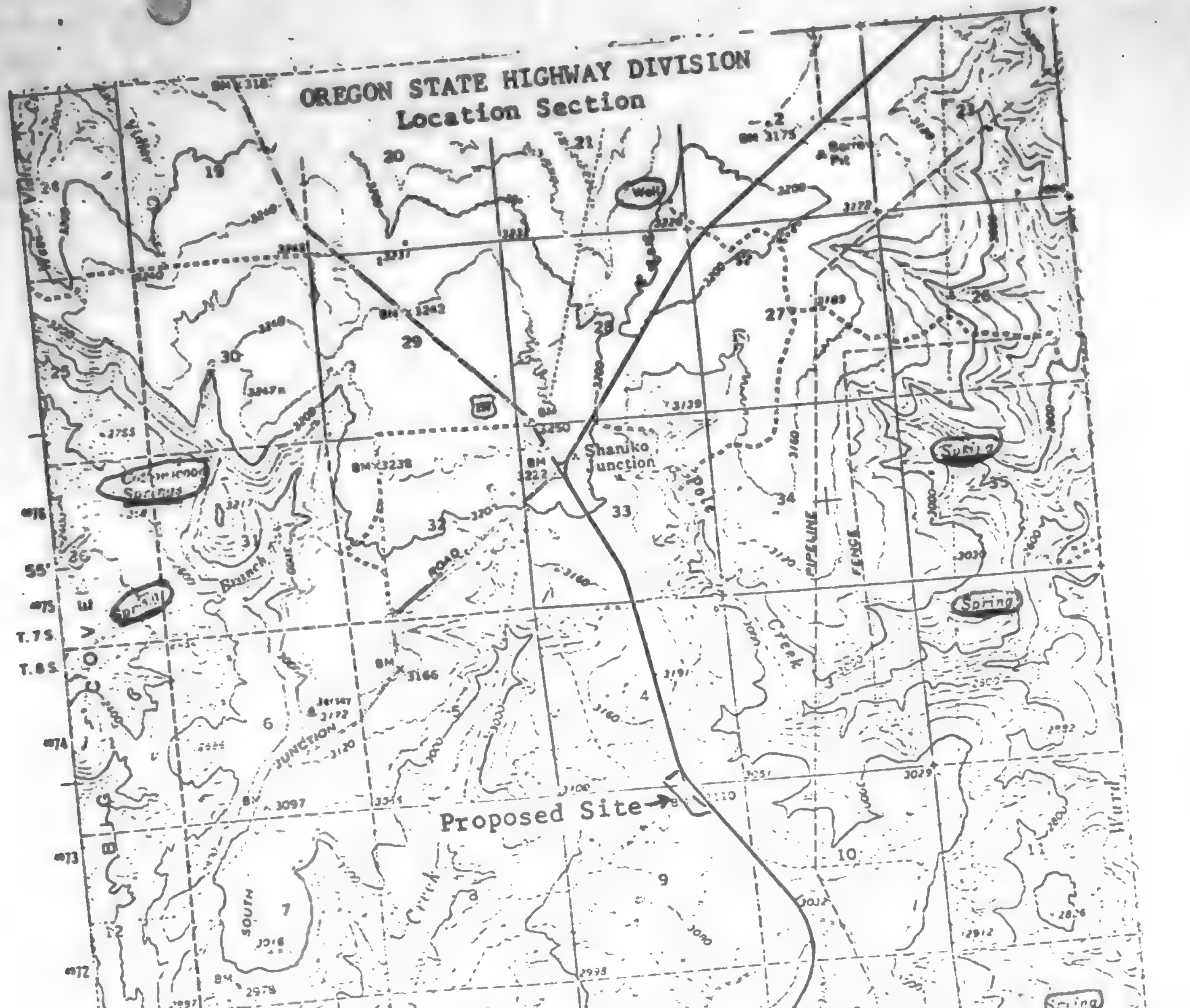
William P. Milne
William P. Milne
Geologist

John F. Demezas
Geologist

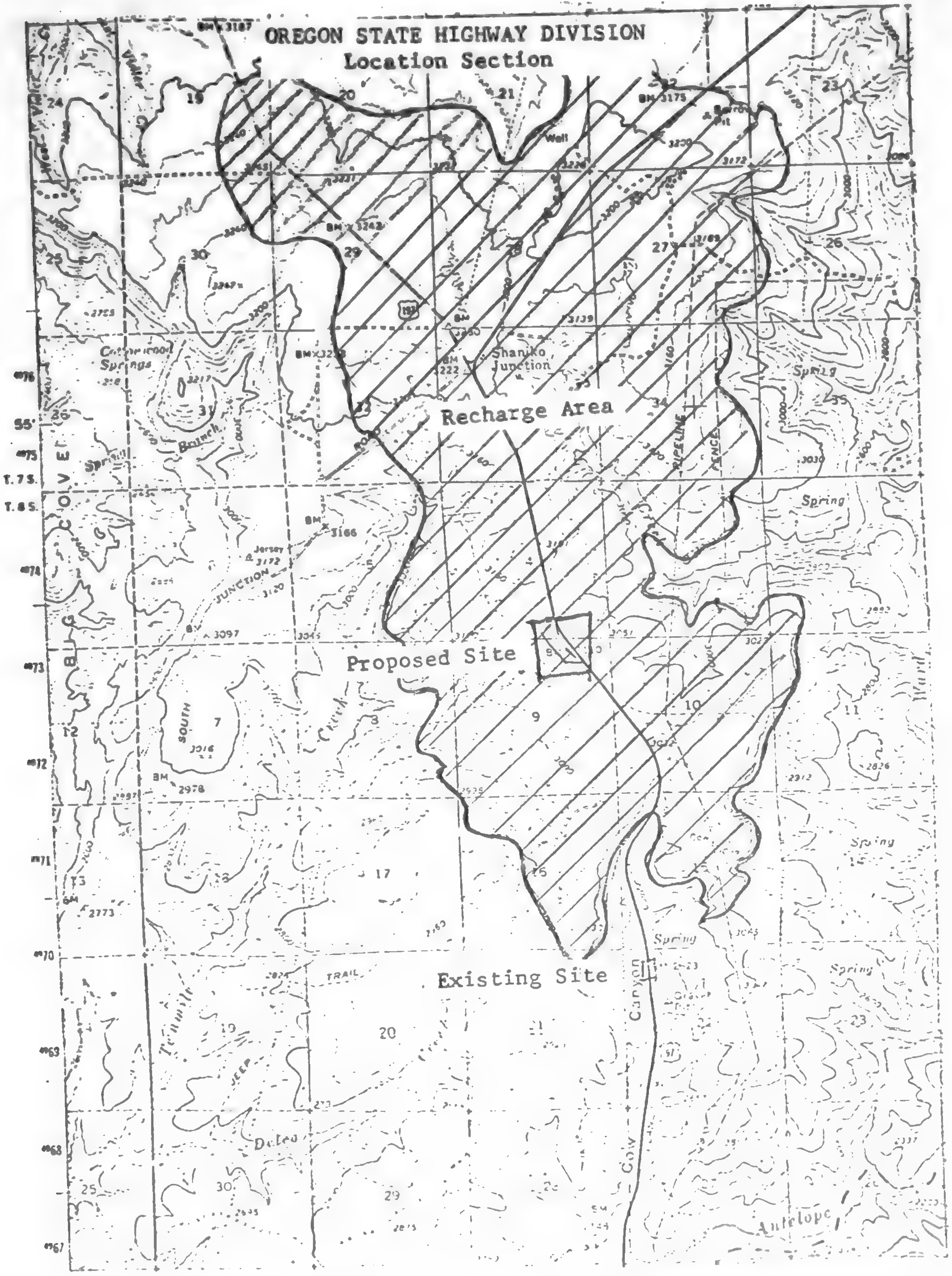
NOTED
ROY OLSON

Attachment
WPM:af
cc: Victor D. Wolfe
Frank Hall Attn: Roy Olson ✓
J. F. Putnam

SP*52475-734



Location Map
Geophysical Investigation
Ground Water
Cow Canyon Safety Rest Area
The Dalles-California Highway
Wasco County



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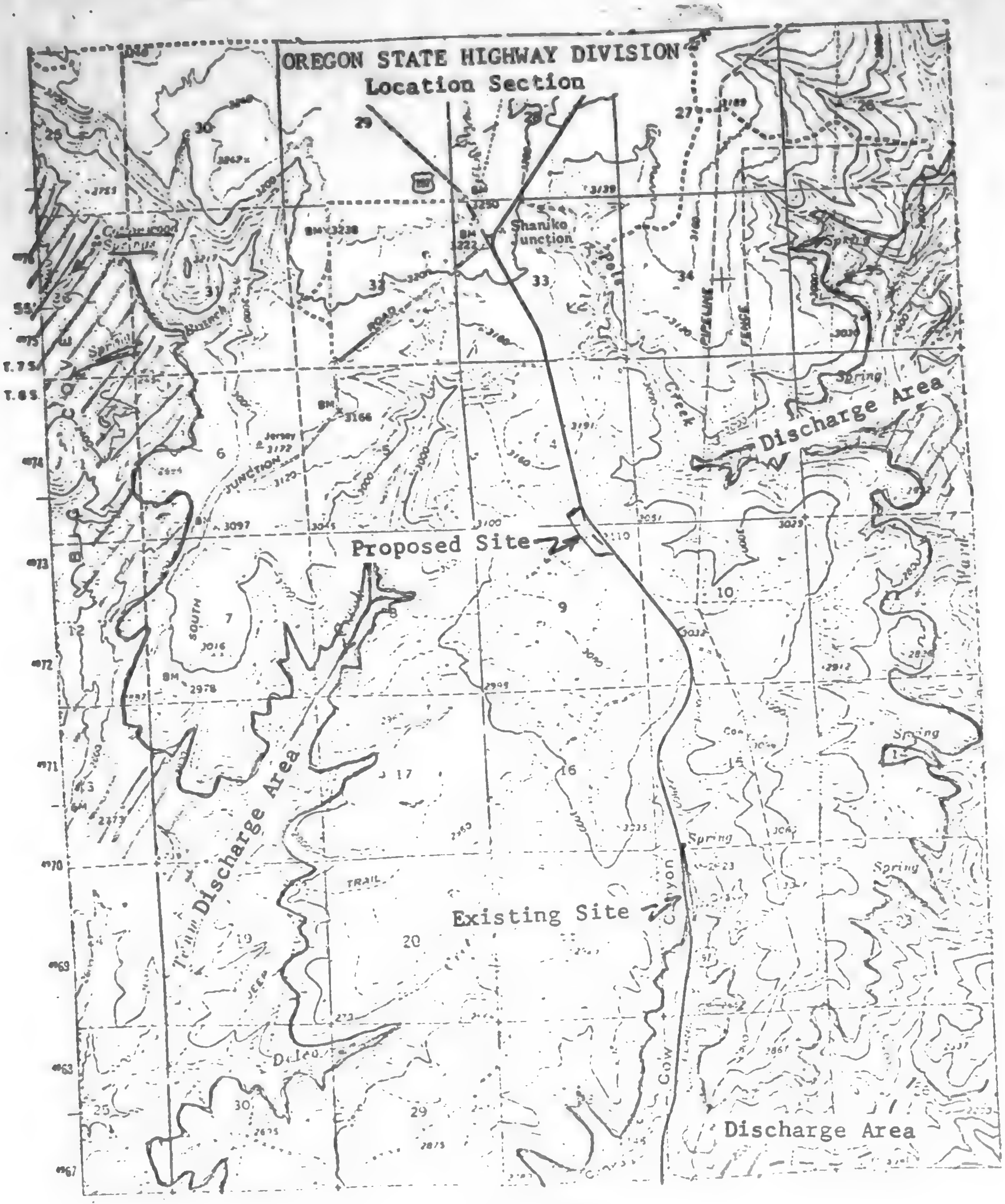
Recharge Map

Geophysical Investigation
Ground Water
Cow Canyon Safety Rest Area
The Dalles-California Highway
Wasco County



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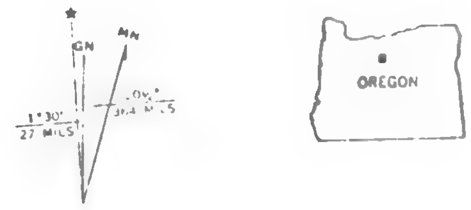
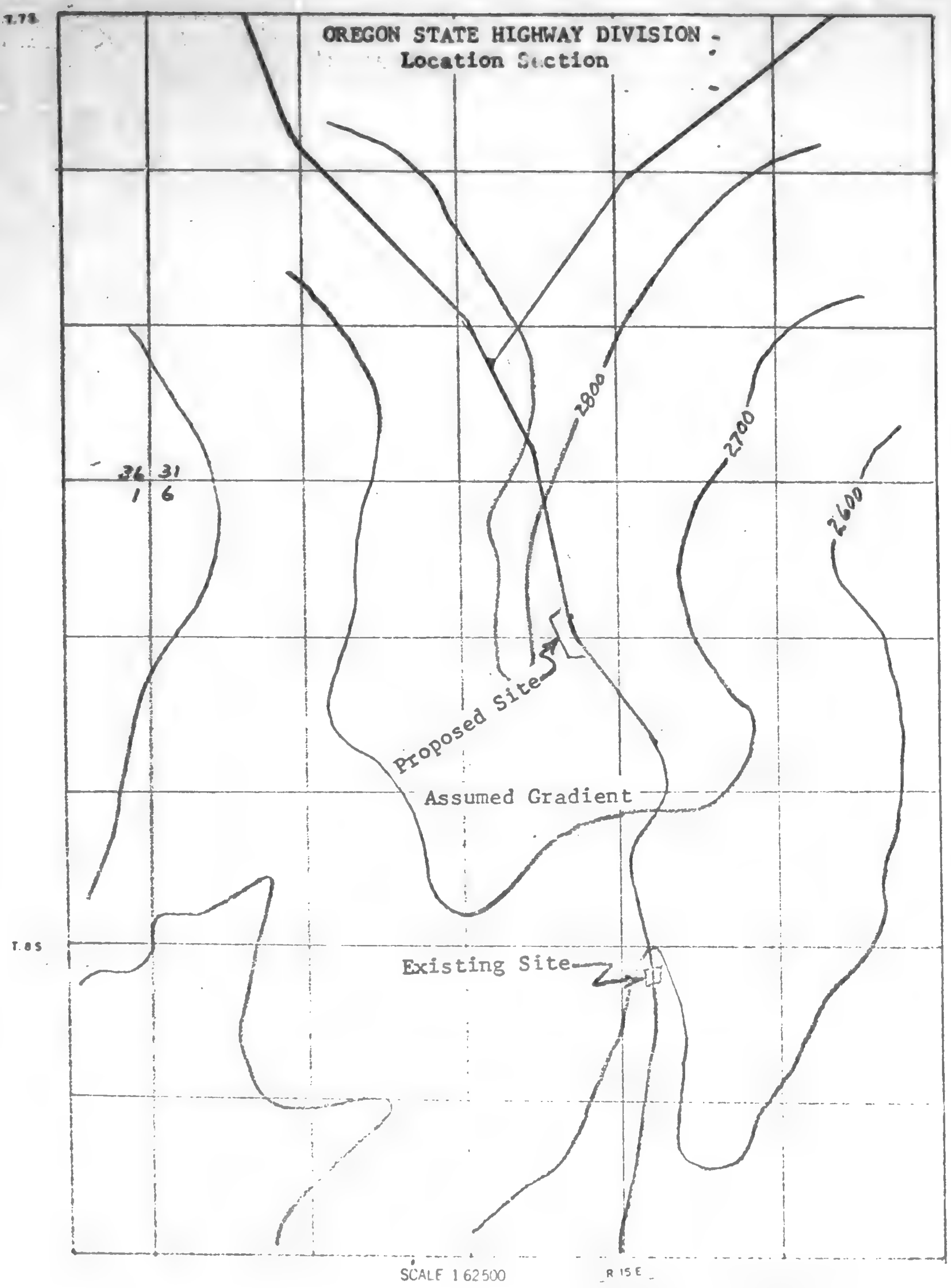


Discharge Map

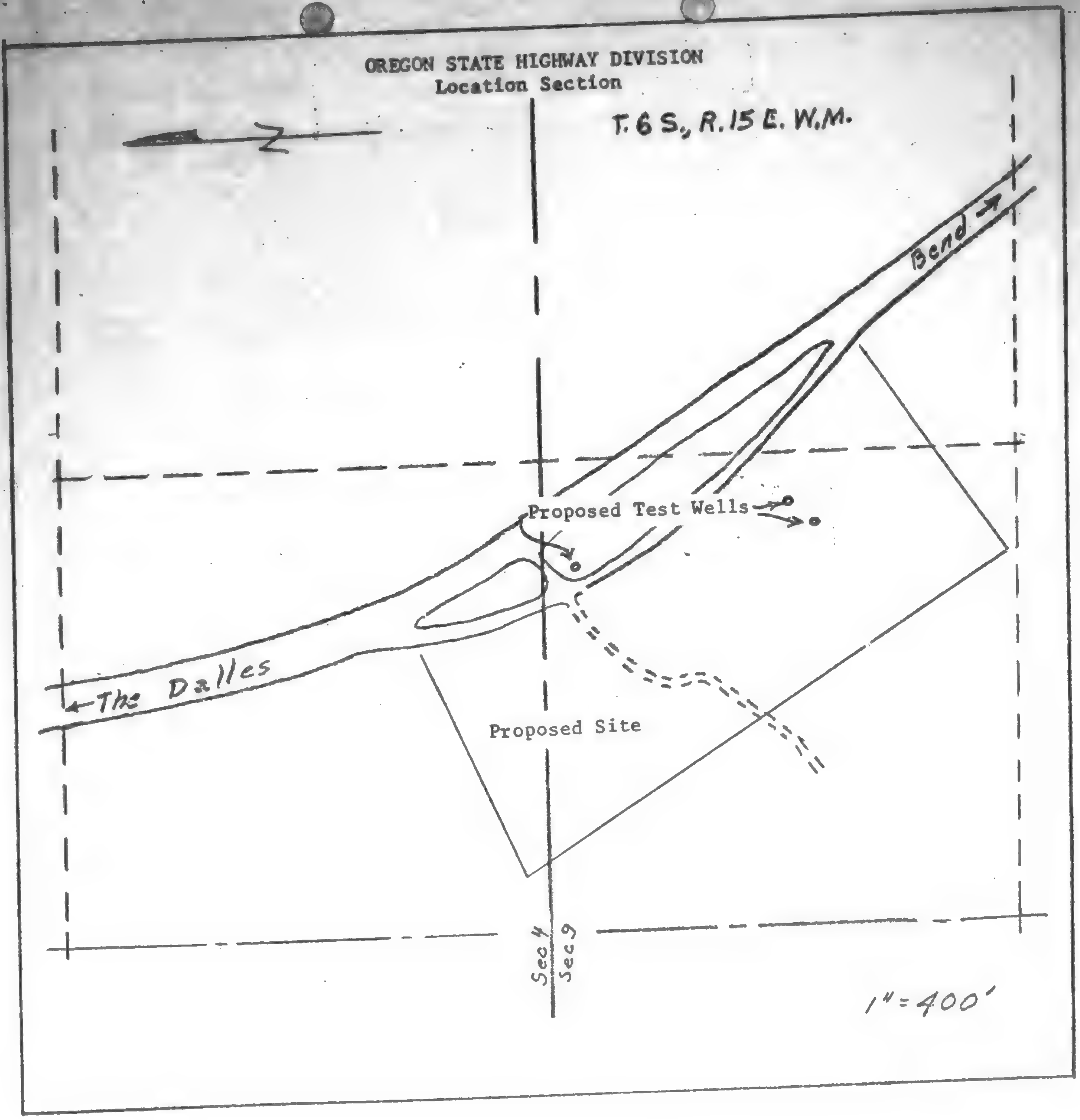
Geophysical Investigation
Ground Water
Cow Canyon Safety Rest Area
The Dalles-California Highway
Wasco County



Groundwater Table

Geophysical Investigation
Ground Water
Cow Canyon Safety Rest Area
The Dalles-California Highway
Wasco County

OREGON STATE HIGHWAY DIVISION
Location Section



Vicinity Map

Geophysical Investigation
Ground Water
Cow Canyon Safety Rest Area
The Dalles-California Highway
Wasco County

*

SPECIAL PROVISIONS

Cow Canyon ~~Deadmans Pass~~ Safety Rest Area
Well Exploration

## WORK TO BE DONE

The work to be done under the contract consists of the following work on the ~~Deadmans Pass~~ Cow Canyon Safety Rest Area on the ~~Old Oregon Trail~~ Dalles-California in ~~Umatilla~~ Wasco County:

1. Drill and test two or more prospect well holes as directed.

2. Performance of such additional and incidental work as is called for by the specifications and plans or as directed by the engineer.

~~Deadmans Pass~~ Cow Canyon Safety Rest Area is located approximately 67 miles ~~southeasterly~~ Northerly of ~~Pendleton.~~ Bend & 63 Miles Southerly of the Dalles

## APPLICABLE STANDARD SPECIFICATIONS

The standard specifications which are applicable to the work on this project are the "Standard Specifications for Highway Construction 1964" and Supplemental Standard Specifications.

All number references in these special provisions shall be understood to refer to the Article or Section of the standard specifications bearing like numbers.

## SECTIONS 3 AND 4

Supplement 3-2 and 4-2, where applicable, as follows:

Variation of Quantities. Due to the nature of the work, the State reserves the right to increase or decrease the amount of work on all items. There is no guarantee that the actual pay quantities will approximate the estimated quantities shown in the plan summary or in the Bid Schedule. The provisions of Article 9-5 concerning adjustments will not apply and no adjustment in contract unit price will be allowed due to the increase or decrease in quantity of work to be done.

# PROSPECT WELLS

## Description of the Work

The purpose of this work is to explore for water by drilling test holes, which may subsequently be reconstructed into potable water wells.

The contractor shall drill and make pumping tests on test holes at not less than two locations as indicated on the plans. Where test holes prove to have satisfactory water supplies as prescribed herein, the test holes shall be constructed into potable water wells, when the engineer so directs.

## Laws and Regulations

All test hole drilling work shall be carried out in a manner to safeguard the underlying water-bearing formations from surface water pollution, as set forth in the following publications:

1. State of Oregon rules and regulations of the State Engineer prescribing "General Standards for the Construction and Maintenance of Water Wells in Oregon", of June 11, 1962.

2. "Oregon Ground Water Laws", issue of 1963 and subsequent revisions and changes.

Copies of these publications may be obtained from the State Engineer, 516 Public Service Building, Salem, Oregon 97310.

## Well Drilling License

The contractor shall be licensed to construct water wells in the State of Oregon in accordance with the laws and regulations of the State of Oregon.

## General Details

In the performance of the work called for under these provisions, the contractor shall conform to the following:

The contractor is cautioned that his drilling operations and his ingress and egress from the area shall be confined to the limits of the test hole area.

Only trees, shrubs or ground covers which are absolutely necessary to clear for the well shall be disturbed. All other trees, shrubs, ground covers and grass areas shall be protected from damage. Fires will not be permitted on the premises.

At the conclusion of the work the contractor shall remove from the limits of the project all debris resulting from his drilling operations and shall leave the area in a neat and orderly condition.

## Cow Canyon ~~[illegible] Pass~~ Safety Rest Area

## Conditions at the Site

This is a water poor area where wells are frequently of low yield and where shallow and intermediate depth wells repeatedly fail during dry climatic cycles.

Geophysical exploration work has been done to select the prospect well sites ~~indicated on the plans~~.

Geologically, the area consists of numerous volcanic lava flows ~~aggregating a total depth of several thousand feet~~. The massive or solid rock portions of the flows of variable thickness are variously interbedded with pumice, breccia and agglomerate. There may also be Water laid Sediments and Volcanic Ashes in the Area.

More detailed information concerning geological formations and ground water conditions in the vicinity may be obtained from the State Engineer, or the Soils & Geology Unit of the Highway Division

## General Description and Size of Wells

All well construction work shall be preceded by drilling of test holes. Test hole diameters shall be ~~as indicated on the plans.~~ selected by the contractor; However, ①

Unless otherwise directed by the engineer, wells shall be limited to a maximum depth of 700 feet.

OK It is possible that one or both wells may be limited to a depth of 400 feet. The contractor shall take this possibility into consideration when submitting his bid.

## Alternate and Modified Well Designs

~~It is anticipated that the test holes shown on the plans indicate the two most probable conditions which will be encountered. If required any departure from the designs indicated shall be approved by the engineer prior to proceeding with the departure.~~

Any drilling work or well construction work as required and as authorized by the engineer, that differs materially from the plans, specifications and the listed bid items, will be paid for as set forth under Article 4-4.

For a completed well and where justified by caving conditions in the water-bearing zone, below a depth of 250 feet, a perforated free-standing steel well liner shall be installed at the discretion of the engineer.

① the Diameter of the completed Wells & casing completed well shall be ~~8~~. 8" ~~or 6" [illegible]~~ unless otherwise ~~[illegible]~~ directed by the Engineer.

Cow Canyon
~~Deadmans Pass~~ Safety Rest Area

**Records**

A copy of all records, including a water well report, required by State Law shall be submitted to the engineer in addition to those submitted to the State Engineer's office. Records shall be properly labeled and identified for each separate test hole or well.

**Performance of Work:**

Drilling Work - Drilling shall be done with an "air-mud rotary" drilling rig. ~~the contractor may elect to use foam,~~

It is anticipated that drilling work will be carried beyond a minimum of 350 feet depth. However, the maximum hole depth of 700 feet shall not be exceeded except upon written order of the engineer.

Formation grouting shall be regulated as called for under the title heading "Formation Grouting".

Casing of formations shall be regulated as called for under the title heading "Cased-off Formations".

Determination of the hole depth in the 350 to 700-foot range shall be regulated as follows:

| ~~When the total yield is:~~ | Approximate limit of hole depth: |
|---|---|
| ~~50 gpm~~ | ~~350 feet~~ |
| ~~40 gpm~~ | ~~400 feet~~ |
| ~~30 gpm~~ | ~~500 feet~~ |
| ~~20 gpm~~ | 600 feet. |
| ~~15 gpm~~ | ~~700 feet Maximum~~ |

Initial drilling work shall consist of test holes. In lieu of later reaming for authorized well construction work, the contractor, at his own risk, shall have the option of initially drilling ~~the 12-inch~~ the ~~well "reamed~~" hole full size. A test hole which is authorized for conversion into a well will qualify payment of the specified reaming work called for in the listed bid items.

Final authorization for "well construction" or "abandonment of hole" will be determined only by the State after pumping test data and water yield characteristics of the test hole have been analyzed.

Alignment and plumbness of test holes and well construction work shall be maintained in good order at all times. A completed "8-inch hole", where required, shall be straight enough to freely accommodate installation of a 6-inch (I.D.) steel "free-standing" well liner or a 6-inch submersible pump. A completed "6-inch hole", where required, shall be straight enough to freely accommodate a 4-inch (I.D.) steel "free-standing" well liner or a 4-inch submersible pump.

Not needed??

~~Tolerance for plumbness and straightness of the completed well bores shall be tested in the presence of the engineer.~~

~~Holes shall not be out of plumb more than 2/3 of the hole diameter within any 100-foot increment of hole depth. Hole alignment shall be tested with a 40-foot section of steel pipe. For an 8-inch hole diameter the pipe section shall have a 6-inch (I.D.) and for a 6-inch hole diameter the pipe section shall have a 4-inch (I.D.). The pipe sections shall freely slide throughout the test depth of the well bore. Any required correction of bore alignment shall be at the contractor's expense.~~

?

No separate payment will be made for testing plumbness and alignment of wells as payment therefor shall be included in some one or more of the listed bid items.

Hole log formation samples - Starting at the 150-foot depth, test hole formation samples, not less than one quart in size shall be taken at 10-foot intervals or each change in formation, whichever is the lesser distance. Samples shall be collected in appropriate containers and shall be clearly labeled and identified for the various formations of each separate hole.

No separate payment will be made for furnishing containers and collecting samples, as payment therefor shall be included in some one or more of the listed bid items.

Water yields of formations - During the test hole drilling work a complete and accurate log shall be maintained of the estimated or measured water flow for each formation.

If mud is used in the drilling operations, the driller shall estimate the additional water yield of each new water-bearing zone encountered. During "air-rotary" drilling operations the log shall show measured water flow, increase or decrease, depth to and thickness of each water-bearing zone. The contractor shall provide the means to measure the flow.

¶ No separate payment will be made for measuring water flow, providing slow measuring equipment and maintaining a log, as payment therefor shall be included in some one or more of the listed bid items.

at the beginning and end of each shift the water Level in the Hole shall be determined and a record kept For submission to the Engineer or his representative at his request.

Cow Canyon ~~Woodmans Pass~~ Safety Rest Area

Deficiency of yield - If at the completion of any drilling operations the test hole yield appears to be less than 10 gpm, the engineer may declare the hole to be an abandoned hole. If a pumping test is given and the resulting yield is found to be less the 15 gpm, the engineer may declare the test hole to be an abandoned hole.

either or an observation Hole

Development work - In test holes where water-bearing formations are encountered below 200 feet depth, the development work shall be carried out in the best practices of the trade to obtain the maximum practical yield. Work shall be performed in a manner to prevent collapse or detrimental disturbance of any formation.

Where bentonite or other clay-like muds are used in drilling operations, polyphosphate treatment shall be used in conjunction with development operations for mud removal from each water-bearing formation.

Where application to and mixing with existing water in the hole, high-strength polyphosphate solution batches shall be prepared. Unless the driller finds that a weaker solution strength is desirable, it is recommended that solution batches be made by mixing 50 pounds of dry powder with 100 gallons of water.

After treatment is applied, the hole shall be surged not less than one hour for each 100 feet of water depth. After surging is completed not less than 200 gallons of water shall be placed in the hole and allowed to remain inactive for not less than 12 hours. At the end of the waiting period, development work to remove foreign and deleterious matter from the full depth of the water-bearing formations shall be carried out. After the treatment and development operation the well shall be cleaned out. After the well has partially recovered its water storage, it shall be bailed or pumped and the water examined for turbidity. If there is appreciable turbidity remaining, the engineer may order an additional treatment and development operation, unless pumping tests indicate they are not required.

The engineer or his authorized representative shall be present at all well treatment and development work. It shall be the contractor's responsibility to give the engineer 24-hour prior notification before such work is to start.

In lieu of bentonite or clay-like drilling mud, an approved organic drilling fluid additive may be used. In this case no polyphosphate treatments will be required in development work.

Pumping Tests

Pumping test for water yield and drawdown shall be done in the presence of the engineer or his authorized representative. A bailing test will not be satisfactory for the State's purpose.

Cow Canyon ~~[illegible] Pass~~ Safety Rest Area

The test hole or well shall be permitted to remain idle a minimum of 12 hours prior to the pumping test.

(twice the measured yeld during drilling)

The pump used in the tests shall have the ability to pump not less than ~~[illegible]~~ with the water surface lowered ~~to the pump intake level indicated on the plans~~ to the Top of Lowest ~~[illegible]~~ Aquifer. Throughout the test the pump shall have its flow controlled by a throttling valve. The valve shall be a globe-type. Gate-type valves are not acceptable.

Before start of the pumping test, equipment for readily and accurately measuring the water surface drawdown shall be installed and put into operation by the contractor. The measuring equipment shall consist of an air line with direct reading gage or an electrical measuring device meeting the approval of the engineer.

It is contemplated that each pumping test will be run for a period of not less than 12 hours unless conditions, in the opinion of the engineer, indicate revision in the length of the test period.

Throughout the pumping test the engineer will keep detailed and accurate records of the test.

Pumping Test Procedure

The pumping test on test holes and wells shall be conducted in the following manner:

(a) The pump intake shall be set at ~~9/10 of well~~ Lowest ~~[illegible]~~ Aquifer static water. ~~depth as indicated on the plans~~ or as otherwise directed by the engineer.

(b) The natural static water level shall be recorded at start of the test.

(c) The pumping test rate shall be started at approximately 2/3 of the estimated well yield. Should the yield appear to prove much greater than the initial pumping rate, the test shall be completed by "step down" phases as called for in the footnote in paragraph "E" herein.

(d) As nearly as is practical, the pumping rate shall be kept uniform throughout each phase of the test. Pumping operations shall be continuous without interruption from phase to phase throughout the test.

(e) Periodically and at predetermined time intervals, readings and recordings of the water level readings and the pump flow in each phase of the test shall be made as follows:

1. For the first 5 minutes of the test phase, readings shall be taken at 1-minute intervals.

2. For the next 10 minutes of the test phase, readings shall be taken at 2-minute intervals.

3. For the remainder of the first hour of a test phase, the readings shall be made at 5-minute intervals.

4. After the first hour of the test phase, readings shall be made at 15-minute intervals.

Footnote: The following conditions shall all exist simultaneously to indicate a test to be conducted and completed by "step down" phases:

1. The existing pumping rate shall be in effect for approximately one hour.

2. When the water level stops falling and remains essentially static for 15 minutes or more at any pumping rate with 30% or greater of the original water depth remaining, the pumping test may be concluded with one or more additional "step down" phases.

3. The maximum percentage increase in the pumping rate for each succeeding "step down" phase of the test shall be equal to the percentage of the original water depth remaining in the well.

4. The pumping rate shall be limited so as to avoid pumping the well dry during the test.

(f) When the pumping is stopped, the water level shall be promptly recorded and the water level recovery readings shall be made for a maximum period of one hour in the following manner:

1. First 5 minutes, readings at 1-minute intervals.

2. For the next 10 minutes, readings at 2-minute intervals.

3. At 5-minute intervals for the remainder of the hour.

4. A final "recovery" reading shall be made approximately 18 to 24 hours after the end of the test.

(Pumping rates during the test shall be as determined by the engineer. [illegible] )

Cow Canyon Safety Rest Area

insert on Page 8) [ahead of (f)]

(Water pumped shall not be permitted to recirculate through the well, but shall be drained away to the satisfaction of the engineer.)

## Final Well Construction Work

When a test hole has a water yield rating which is ~~more than 15 gpm~~ acceptable to the Engineer, and is drilled to the requirements of these special provisions, at the discretion of the engineer the test hole shall be constructed into a well. This final well construction work shall include any required hole enlargement by "reaming" and the furnishing and installing of well casing.

If required and as may be ordered by the engineer, additional work may consist of "Development Work", "Pumping Tests", "Formation Grouting" and "Perforated Well Liners".

Casing remaining as a permanent part of the well shall be 8-inch black steel "API Standard Line Pipe" with plain ends (unthreaded pipe) free from pits or breaks with a normal average wall thickness of 0.25 inch and weighing approximately 22.36 pounds per foot. Sections of the casing shall be joined with leak-proof welded joints. Joints shall be made with a minimum of three complete welding passes.

Well casing shall not be set until the test hole has been accepted by the engineer for construction into a well. ~~As indicated on the plans,~~ depth of casing shall be not less than 90 feet and with the bottom end terminated in the massive or solid rock portion of a lava flow. Prior to grout-sealing, the casing shall be carefully and substantially center-anchored, and the bottom end shall be in true alignment with the open rock bore.

At completion of the well, the contractor shall cap the top of the well casing, as prescribed by the State Engineer's "General Standards for Construction and Maintenance of Water Wells".

Grout-sealing the well casing to the hole formations shall be done by "pressure grouting" a mixture of 2 or 3% of bentonite, by volume, with Type III high early strength portland cement. The cement and the necessary added water shall meet the requirements of Section 404 of the standard specifications. The portland cement and the bentonite shall be thoroughly dry-blended prior to adding water at not more than 6 gallons per sack or cubic foot of cement. To fill the entire annular space outside the casing the resulting mixture shall be pumped into position from the bottom so that the grout flow will be upward from bottom to top of casing and to the land surface.

The grout shall be rapidly pumped into place before any initial set of the cement begins. The grouting work and the casing shall not be disturbed for a minimum of 24 hours. The contractor shall not be paid "Standby Time" for any delay caused by this type of work.

Cow Canyon ~~Deadmans Pass~~ Safety Rest Area

Any special plugs or packers required in the well bore shall be cleanly and completely drilled-out to present a smooth hole transition from casing to the rock bore.

## Formation Grouting

As may be appropriate and practical, ~~and as indicated on the plans~~, previous formations which indicate caving conditions or account for water loss during drilling operations shall be sealed-off by pressure grouting with portland cement grout.

Grouting materials shall conform to Section 404 of the standard specifications. The portland cement shall be Type III high early strength cement complying with Article 404-2.1, the fine aggregate shall comply with Article 404-2.5 and the water shall comply with Article 404-2.2.

To improve working qualities of the grout 2 to 5%, by volume, of bentonite may be added per sack of cement. Also depending upon formation conditions, all or most of the fine aggregate may be omitted.

A normal grout mixture shall be one sack of cement, approximately 2½ cubic feet of fine aggregate and approximately 8 gallons of water. Adjust mixture to fit conditions.

The formations shall be pressure grouted by pumping directly to the zone application.

## Cased-off Formations

Below the 400-foot depth, only those detrimental formations which it is not practical to pressure grout shall be cased off. The casing shall be 6-inch "API Standard Line Pipe", free from pits or breaks, with a normal average wall thickness of 0.25 inch and weighing approximately 17.02 pounds per linear foot.

The casing shall be positively sealed to the hole bore so as to completely and permanently isolate the bad formation from the hole.

## Perforated Well Liners

Where caving formations exist below the 200-foot depth, in the water-bearing zone, perforated steel well liners shall be installed for protection of future pump installation at the discretion of the engineer. ~~At the time of the work the State will specify diameters and lengths for any of the liner configurations indicated on the plans.~~

## Cow Canyon ~~Deadmans Pass~~ Safety Rest Area

## Measurement and Payment

Payment for all labor, materials, equipment, tests, etc., required to drill each test hole and construct each well, as required, to a completed and satisfactory condition, as specified, will be understood to be included in the prices bid for the various pertinent tabulated pay items.

(1) The pay items will be as follows:

| Item Reference | Item | Unit |
|---|---|---|
| (a) | Drill Rig Moving | lump sum |
| (b) | Drilling 6-inch Test Holes | linear foot |
| (c) | Drilling 8-inch Test Holes | linear foot |
| (d) | Development Work | hour |
| (e) | Pumping Tests | hour |
| (f) | Reaming Test Holes to 10" or 12-inch Diameter | linear foot |
| (g) | Furnishing and Installing 8-inch Well Casing | linear foot |
| (h) | Formation Grouting | cubic yard |
| (i) | Casing-off Formations | linear foot |
| (j) | Perforated 4-inch Well Liner | linear foot |
| (k) | Perforated 6-inch Well Liner [illegible] | linear foot |
| (l) | Abandonment of Hole | each |
| (m) | Filling Abandoned Hole | linear foot |
| ~~(n)~~ | ~~Standby Time~~ | ~~hour~~ |
| (n) | completion to observation Holes | each. |

(2) Coverages of items

Payment for item (a) shall be full compensation for all costs involved in moving onto the project, moving from one location of work to another within the limits of the project, as well as moving off from the project after completion of all work.

Payment for items (b) and (c) shall be full compensation for all costs involved in drilling test holes of the respective diameters. Measurement will be from the ground surface to the bottom of the drilled holes.

Measurement and payment for item (d) shall be the payment for the time during which such operations are in progress to obtain the maximum possible yield from the approved water bearing zones, with sand.free and clear water.

Measurement and payment for item (e) on wells, for determining the yield and drawdown, shall be the actual hours of supervised pumping test.

Liners shall be fabricated from sections of black steel pipe with a minimum wall thickness of 0.188 inch. Pipe sections with plain ends shall be substantially joined by welding. Pipe materials for 6-inch (I.D.) liners shall weigh approximately 12.86 pounds per linear foot and 4-inch (I.D.) liners shall weigh approximately 8.64 pounds per linear foot.

Liners shall recline in the well bore in a free-standing position.

## Abandonment of Holes

When the resident engineer declares in writing that a prospect hole is to be abandoned, it will be classed as an "abandoned hole". The contractor shall plug the hole in accordance with the "General Standards for the Construction and Maintenance of Water Wells in Oregon". This work shall include the removal of any casing up to a maximum of 25 feet. The casing removed becomes the property of the contractor.

## Filling of Abandoned Holes

The hole shall be filled with a wet concrete mix to within 5-feet of land surface and the remainder backfilled with earth.

## ~~Standby Time~~

~~Standby time shall apply only to such instances when the operations are delayed or stopped on the written order of the engineer. For example, valid claims for "Standy Time" would be any time lost as the result of the engineer ordering suspension of operations while a decision is being made on the feasibility of confining further work on the test hole or well and also the delay that might be caused by time required by the State to evaluate the water yields.~~

~~Standby time shall not apply to incidental interruptions in the work nor to the delays necessary in carrying out certain essential parts of the work. As examples, the time delays required and as associated with "development work", "pumping tools", "grouting work", "casing sealing", etc., as specified will not be classified as "Standby Time".~~

~~Standby time shall include only the time delays caused during the normal work shift and shall not include any time during Saturdays, Sundays or legal holidays.~~

Cow Canyon ~~Deadman Pass~~ Safety Rest Area

Measurement and payment for item (f) will be made for the actual number of feet of well depth reamed to a 10 or 12-inch diameter as directed.

Measurement and payment for item (g) will be made at the contract unit price per linear foot of casing left in place as specified. This payment shall also include payment for all work required in setting, sealing and capping the casing.

Measurement and payment for item (h) will be made at the contract unit price per cubic yard of grout actually placed in "formation grouting" as specified.

Measurement and payment for item (i) will be made at the contract unit price per linear foot of 6-inch well casing installed below the 200-foot depth to seal off formations where directed.

Measurement and payment for items (j) and (k) will be made at the contract unit price per linear foot of perforated well liner furnished and installed as specified.

Payment for item (l) at the contract unit price per each shall be for the removal of well casing, as required, and the plugging and sealing of the hole, as specified, exclusive of the filling of the abandoned hole.

Payment for item (m) at the contract unit price per linear foot shall be for filling the hole with acceptable material as specified.

Payment for item (n) shall be for that certain number of hours of time lost in the drilling operations as described hereinbefore under the heading "Standby Time".

8085

RECEIVED
MAY 2 - 1972

FOR FILING

DATE May 1, 1972

**TO** Oregon State Highway Commission

**FROM** Tom Edwards
State Highway Engineer

**SUBJECT** Finance Approval

Finance approval is requested for construction of a safety rest area known as Cow Canyon, located at Mile Post 69 on The Dalles-California Highway. The area is listed on the Safety Rest Area Acquisition and Development Program for the 1971-1973 biennium.

Development is planned in two stages:

| | |
|---|---|
| Stage 1--Water exploration and well drilling | $ 9,000 |
| Stage 2--Purchase of additional property (completion of this stage will only be attempted if Stage 1 is successful.) | 975 |
| Roadway, parking, and rest area facilities. | 94,000 |

This matter will be on the agenda for the May 1[illegible] meeting and your approval is recommended.

REO:vmt cg

bc:
Floyd Query
George Baldwin
F. B. Klaboe
E. S. Hunter
L. H. Young
F. L. Hall
V. E. Scoog
H. S. Cox
Ben Gifford
Gary Ross
Garu Sund

Form [illegible] (Rev. 12-70)

OREGON STATE
HIGHWAY DIVISION

TABULATION SHEET
SHEET ........ OF ........ SHEETS

Cow Canyon Safety Rest Area
The Dalles-California Highway
Wasco County

April 25, 1972

## PRELIMINARY ESTIMATE

| | UNIT | AMOUNT | UNIT COST | TOTAL COST |
|---|---|---|---|---|
| Surfacing Removal | Sq.Yds. | 300 | 1.50 | $ 450.00 |
| Cat with Dozer | Hrs. | 40 | 40.00 | 1,600.00 |
| Motor Grader | Hrs. | 80 | 40.00 | 3,200.00 |
| Oil Mat Surfacing | Sq.Yds. | 6,500 | 3.00 | 19,500.00 |
| Concrete Sidewalk | Sq.Yds. | 890 | 6.50 | 5,785.00 |
| Concrete Curb | Lin.Ft. | 880 | 2.20 | 1,960.00 |
| Type 2 Fence | Lin.Ft. | 3,250 | .60 | 1,950.00 |
| Sixteen-foot Gate | Each | 1 | 300 | 300.00 |
| Type 6 Toilet Bldg.(Block Bldg.) | Each | 1 | 24,000 | 24,000.00 |
| Power Supply and Lighting | All | All | L.S. | 4,400.00 |
| Water Supply System (Pump, etc.) | All | All | L.S. | 5,000.00 |
| Four-inch Sanitary Sewer | Lin.Ft. | 150' | 4.00 | 700.00 |
| 10,000 gallon Septic Tank | Each | 1 | 6,000 | 6,000.00 |
| 6400 sq. ft. Seepage Bed | Each | 1 | 7,000 | 7,000.00 |
| | | | | $ 81,845.00 |
| | Eng. & Cont. 14-1/2% | | | 11,867.00 |
| | | | | $93,712.00 |
| | Well drilling | | | 9,000.00 |
| | | | Total | $103,000.00 |

4

Salem, Oregon
March 9, 1972

Cow Canyon Safety Rest Area
Wasco County

Mr. R. L. Schroeder
Assistant State Highway Engineer

BUILDING

The subject environmental statement in the form of a negative declaration has been reviewed by the Environmental Study Committee and determined to adequately cover the social, economic and environmental aspects of the project.

If you agree, please sign four copies and return same to this office for submission to FHWA for concurrence.

DB
Donald R. Byard
Environmental Director

GAP:bb

Attachment

cc: F. L. Hall
R. E. Royer
V. D. Wolfe
B. L. Gifford

1 Hall H
2 Olson
RECEIVED
DESIGN
SECTION
Other
VF

8085

Gen files

RECEIVED
MAR 29 1972
FOR FILING

**OREGON STATE HIGHWAY DIVISION**

~~HIGHWAY BUILDING~~ • SALEM, OREGON • 97310

March 9, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Cow Canyon Safety Rest Area
The Dalles-California Hwy.
Wasco County

Dear Sir:

This negative declaration is to accompany our request for approval of the subject safety rest area.

*LOCATION AND DESCRIPTION OF PROJECT* The proposed project is located on The Dalles-Calif. Highway in Wasco County, Mile Post 69, 1.8 miles south of the junction with Sherman Highway.

The new location will replace the existing area at M.P. 71.3. The existing rest area is located in a narrow canyon with no change of widening due to the steep hillside on both sides. The flow of water from the spring is inadequate to operate flush-type toilets, and there is no area in the vicinity for construction of seepage beds.

The project consists of:

Stage 1 -- developing a suitable water source.

Stage 2 -- construction of parking area with entrance and exit ramps, construction of a type 8 toilet building, picnic tables with shelters, walks, and sewage disposal facilities.

Upon completion, the existing area will be abandoned, as a rest area, the latrines removed, and signs will be posted to direct motorists to the new facility

*PURPOSE OF PROJECT* It is the policy of the Oregon State Highway Division to provide safety rest areas at convenient locations for the enjoyment and safety of the traveling public.

*DISCUSSION OF ENVIRONMENTAL IMPACTS* Existing tree cover in the area is Juniper. Plans will be developed so as to preserve the tree cover.

The area is type II dry rangeland. Acquisition of additional land is required, approximately 27.5 acres. A cost estimate for this property is:

| | |
|---|---|
| Land . . . . . . . . . . | $1,200 |
| Allowance for Fence. . | 1,000 |
| Total. . | $2,200 |

There are no buildings or other occupants involved; therefore, no relocation requirements.

There is a dirt road crossing the property with an approach and gate. Provision will be made to realign the road to circle the new acquisition limits.

The natural drainage in the area will not be disturbed by construction and will not affect any live or intermittent streams.

The septic tank will be a minimum 10,000-gallon tank using design criteria based on previous experience and in accordance with Public Health Service Publication No. 526 as revised in 1967.

The size and type of seepage beds will be determined by making field percolation tests.

A plan showing building location, septic tank, and seepage beds will be submitted to the Oregon State Board of Health, Sanitary Division, for their review and approval prior to the final design stage.

*BASIS FOR NEGATIVE DECLARATION* Approval of this negative declaration is requested on the basis of providing a new location with modern facilities for the enjoyment and safety of the motorist. We, therefore, submit this negative declaration as the opinion of the Highway Division staff and respectfully request your concurrence.

Very truly yours,

George M. Baldwin
Administrator of Highways

By
R. L. Schroeder
Assistant State Highway Engineer

Endorsement to Oregon State Highway Division

Concur R E Simpson
Division Engineer

Date 3-27-72

GAP:bb

cc: George M. Baldwin
Tom Edwards
F. B. Klaboe
R. E. Royer
F. L. Hall
V. D. Wolfe
L. H. Young
R. N. Chase
J. F. Putnam

RECEIVED
MAR 28 1972
PROGRAMING SECTION

8085

RECEIVED
FEB 23 1972

FOR FILING

Salem, Oregon
February 22, 1972

Roy Olson
Landscape Unit

Shops

Cow Canyon Safety Rest Area
Negative Declaration

The material you submitted is okay as far as it goes, but we are now required to develop these statements to a greater degree than previously.

As a minimum we will need the assessed value of the land required, the acreage, a map showing the location with respect to the roadway and adjoining lands and the land use and zoning of same. Also we will need some explanation as to why the present area cannot be enlarged. Present and proposed usage should be described. Is the project dependent on the availability of water from the proposed well? Description of the existing vegetation (or lack of), any stream pollution that may occur during or after construction - what drainage system is affected (live stream or intermittent), et cetera.

Stu Couper
Environmental Coordinator

SC:js

4

Salem, Oregon
February 8, 1972

Mr. D. H. Moehring
Right of Way Engineer

47057 - Cooke
Cow Canyon Safety Rest Area
The Dalles-California Highway
Wasco County

BUILDING

Attached is a description, an authorization, Right of Way prints and correspondence pertaining to the subject Rest Area.

Frank L. Hall
Design Engineer
By

Floyd O. Scott
Right of Way Description Engineer

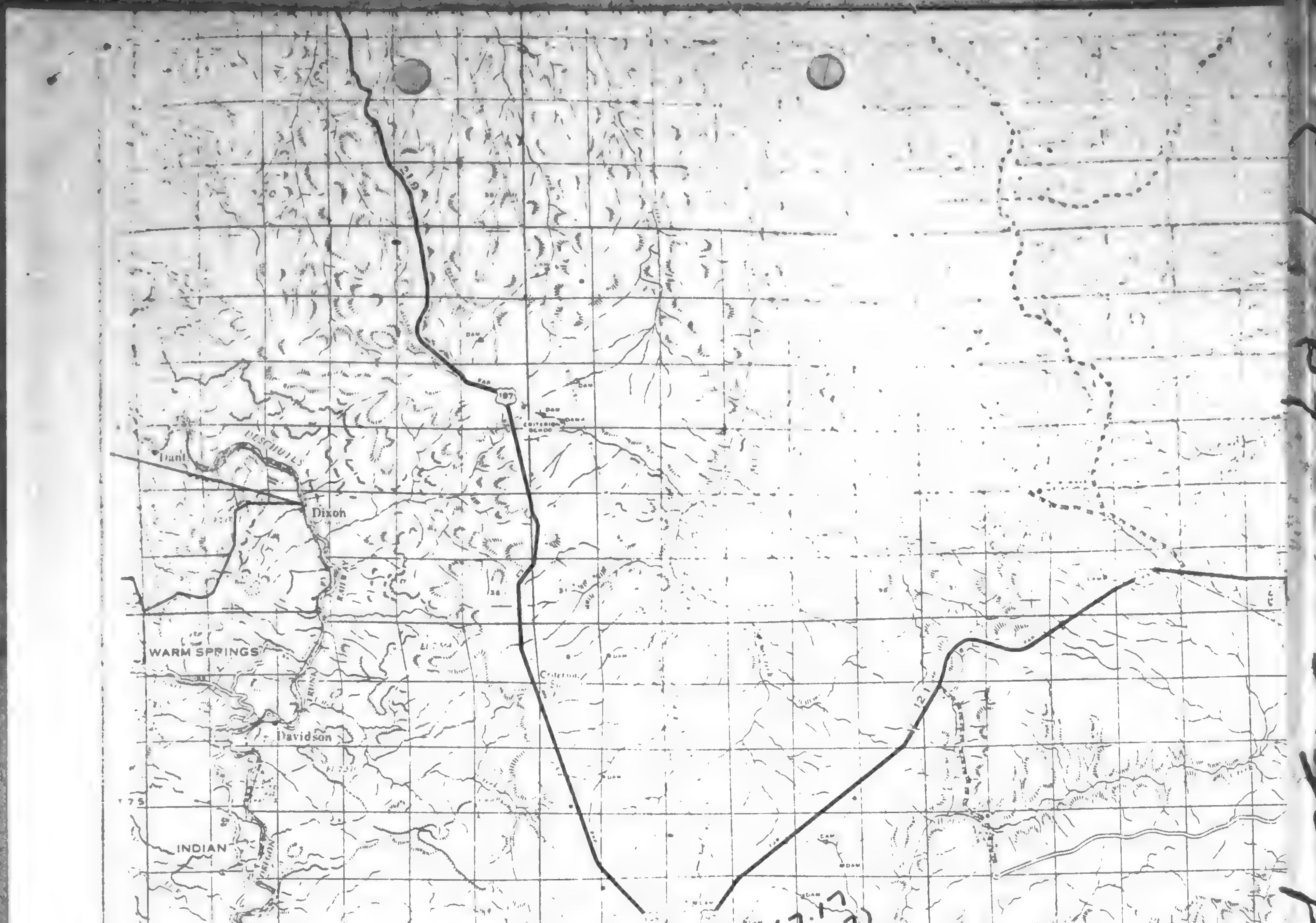
FOS:dmc

Attachments

Hall
A. Olson
Turpin
Scott
Swenson
R. Olson
Trout

RECEIVED
FEB 8 1972
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To________
Bring Up___/___/___
Other________



COW CANYON C.R.A.

8085

RECEIVED
JAN 31 1972
FOR FILING

January 28, 1972
Salem, Oregon

**Cow Canyon Safety Rest Area**

Mr. Frank Wall
Design Engineer

BUILDING

I approve the recommended location for the Cow Canyon Safety Rest Area contained in Roy Olson's January 24, 1972 letter.

Do not proceed beyond the option stage without drilling a successful test well suitable for providing water for the sanitary facilities, irrigation and a possible expansion in the future.

E. S. Hunter
Assistant State Highway Engineer

ESH:jf

cc: Tom Edwards
F. B. Klaboe
Roy E. Olson

FORM E-90 (REV. 10-69)

# OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 24, 1972

**SUBJECT:** Cow Canyon Safety Rest Area
The Dalles-California Highway
Wasco County

To: F. B. Klaboe
Deputy State Highway Engineer
138 State Highway Building

Cow Canyon Safety Rest Area is on the list for improvement in the 1971-1973 biennium. J. F. Putnam and I investigated the possibility of upgrading the existing area, but it proved to be too small for development.

We picked a new site at M.P. 69.0 which is 2.3 miles north of the present location. There is a good cover of trees, and a portion of the old highway can be utilized for the parking area. Additional property is required for the toilet building, drain field, and picnic area as outlined in red on the attached right-of-way map.

The State Engineer has a record of one well in the vicinity which is 326 feet in depth.

It would be wise to drill a test well as the first item of development.

Your approval of the new location is requested.

Roy E. Olson

Roy E. Olson
Landscape Engineer

vmt

1-26-72
REFERRED TO
Hunter
BY DEPUTY STATE HIGHWAY ENGINEER

FORM E-30

4

## OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon 97701
December 7, 1971

File 12510

SUBJECT: Proposed Rest Area
The Dalles-California Highway
Wasco County
Stockpile Site M.P. 18.3
File No. 1155

To: Frank Hall
Design Engineer
Salem

ATTENTION: Roy Olson

On our recent trip reviewing proposed rest areas, we chose a location just south of Dufur which the State supposedly had under lease.

It now turns out that the Division had assigned the lease to Wasco County in 1945, and later on the County had actually acquired the property and allowed the State use of the site. This permit was extended to July 1, 1980, by Wasco County Court resolution on June 8, 1960. However, the present County Court was not aware of this extension and sold the land to Roy P. and Lola E. Barnet in August of 1970.

Our attorney suggests that our lease of this site is for storage of crushed rock, and unless we are to use it for such purpose, we should not exert our rights to its further use under the lease. I, therefore, am sending the attached information to you with the recommendation that we actually purchase the site, as shown on Drawing IR-2-1580.

J F Putnam

J. F. Putnam
Regional Engineer

JFP:ll

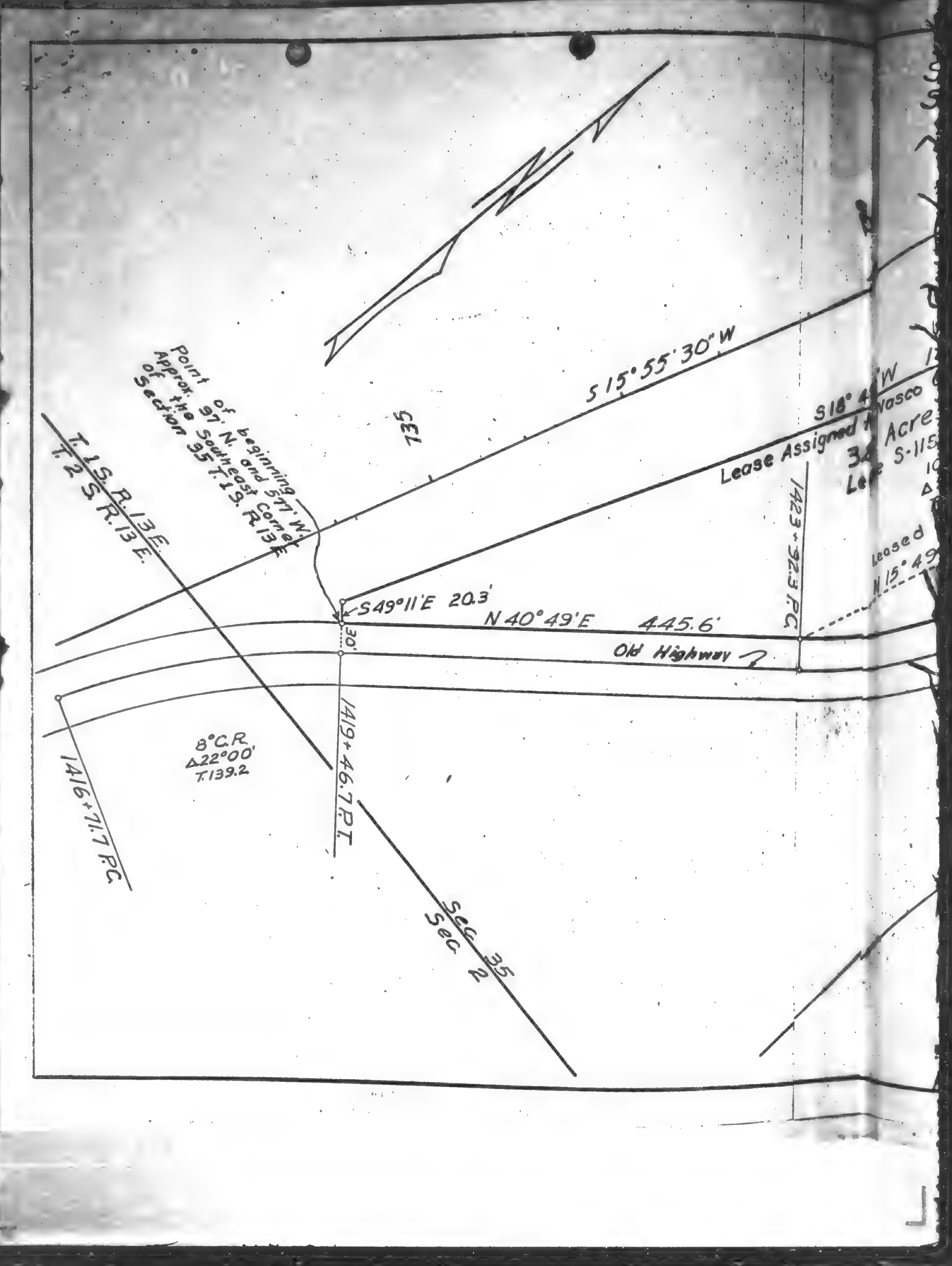
Enclosures

1 Hall
A. Olson
ierpin
3 Scot
vanson
2

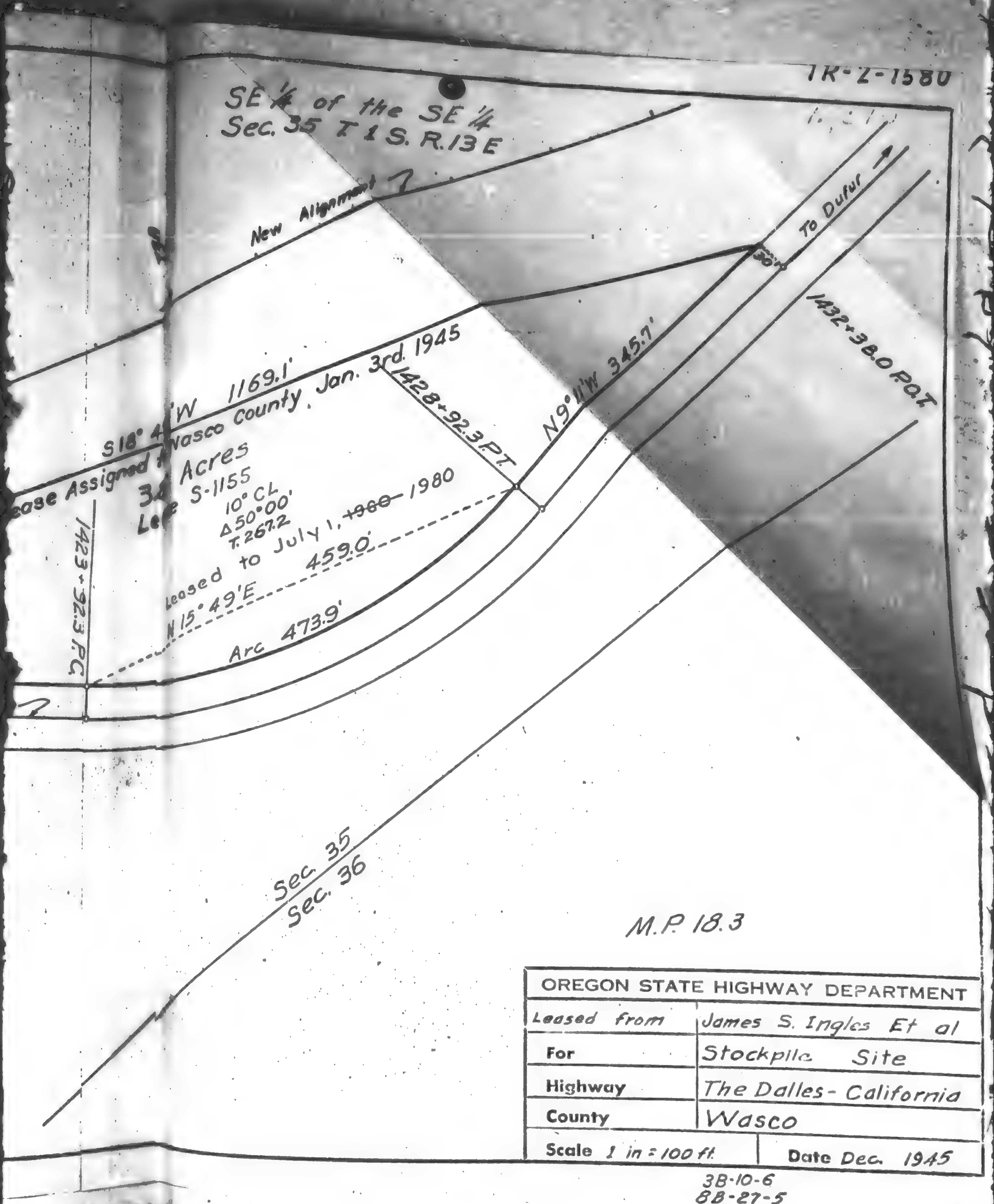
RECEIVED
DEC 8 - 1971
DESIGN
SECTION

Requires Reply ☒
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To______
Bring Up___/___/___
Other______

Rese to Rlw
DEC 23 1971
R Rounds


N
Point of beginning
Approx. 97' N. and 577' W.
of the Southeast Corner
Section 35 T.1S. R.13E.
735
S 15° 55' 30" W
S 18° 4 W
Lease Assigned Nasco
34 Acre
Le S-115
10
Leased
N 15° 49
1423+92.3 P.C.
T. 1 S. R. 13 E.
T. 2 S. R. 13 E.
S49°11'E 20.3'
N 40° 49' E 445.6'
30'
Old Highway
8°C.R.
Δ22°00'
T.139.2
1416+71.7 P.C.
1419+46.7 P.T.
Sec. 35
Sec. 2

TR-Z-1580



## OREGON STATE HIGHWAY DEPARTMENT

| | |
|---|---|
| Leased from | James S. Ingles Et al |
| For | Stockpile Site |
| Highway | The Dalles- California |
| County | Wasco |
| Scale 1 in = 100 ft. | Date Dec. 1945 |

3B-10-6
8B-27-5

RECEIVED 8085
OCT 11 1971
FOR FILING

Salem, Oregon 97310
October 8, 1971

Mr. Roy Olson
Landscape Engineer
East Salem Highway Building

Please work up rest area projects as follows:

1. Cow Canyon - this should be left alone and a new one developed near the intersection of the Antelope and The Dalles-California Highways.

2. Gateway.

3. Lower Columbia - this should be near the Shell Oil plant at Columbia City.

4. Mt. Hood Highway - this should be developed in the vicinity of Wildcat Creek.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Tom Edwards
E. S. Hunter

8086 The Cove Palisades State 1974
Park S of Madras
(Remodel concession building)

October 1, 1975

United Pacific Insurance Co.
Fidelity and Surety Department
P.O. Box 1216
Tacoma, Washington 98401

Gentleman:

On July 31, 1975, we wrote to you concerning release of final payment on Contract No. 8086 for work in The Cove Palisades State Park in Jefferson County.

Final payment on this contract is $2,726.20 and the total contract amount is $52,621.66. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

cc E. E. Steinlicht Co.
Arnold Market Road
P. O. Box 1070
Bend, OR 97701

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Carl Williams

8086 2

FORM 81-734-8801

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

| | | |
|---|---|---|
| SECTION: The Cove Palisades Sstate Park | WEEK ENDING: July 5, 1975 | SECTION PREFIX: 16-3350 |
| HIGHWAY: —— | COUNTY: Jefferson | |
| NAME OF JOB: The Cove Palisades State Park | KIND OF WORK: Marina Concession Building Alteration | |
| CONTRACTOR: E. E. Steinlicht Co. | CONTRACT NUMBER: 8086 | FEDERAL AID PROJECT NUMBER: State |
| DATE OF CONTRACT: October 29, 1974 | DATE WORK STARTED: November 12, 1974 | ESTIMATED COMPLETION DATE: Project complete |
| AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0 | SPECIFIED WORK DAYS | WORK DAYS USED |
| | SPECIFIED CALENDAR DAYS | CALENDAR DAYS USED |
| PROJECT AUTHORIZATION: $ 58,022.88 | SPECIFIED COMPLETION DATE 2/28/75<br>w/extension March 27, 1975 | PERCENT OF TIME ELAPSED 100 |
| EXCLUSIVE OF ENGINEERING: $ 52,955.38 | ENGINEERING AUTHORIZATION $ 5,067.50<br>This week: 0.00 | PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST excl. of engr. 100 |
| ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 52,621.66 | ENGINEERING COST TO DATE $ 5,922.00 | PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION incl. engr. 100.9 |
| ESTIMATED PERCENT: UNDERRUN 0.6 % | PERCENT OF AUTHORIZATION 117 % | DATE PROJECT WAS COMPLETED: March 27, 1975 |

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

None - Project Completed

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY 6/29 | Clear, warm | 0 | | Project Completed |
| MONDAY 30 | P. cloudy, warm | 0 | | |
| TUESDAY 7/1 | P. cloudy, cool | 0 | | |
| WEDNESDAY 7/2 | Clear, warm | 0 | | |
| THURSDAY 3 | P. cloudy, warm | 0 | | |
| FRIDAY 4 | | 0 | | |
| SATURDAY 5 | | 0 | | |

Routing
Keasey RECEIVED Richards
Bond Glenn
Jackmond JUL 7 1975 Berg
Harwood
Johnsen CONSTRUCTION
Walker SECTION

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY<br>6/29/75 | No crew activity.<br>Project complete. |
| MONDAY<br>6/30/75 | |
| TUESDAY<br>7/1/75 | Semi-final submitted to Region. |
| WEDNESDAY | |
| THURSDAY | |
| FRIDAY | |
| SATURDAY | |

## REMARKS

Project completed.

Semi-final submitted to Region Tuesday, 7/1/75.

This is final weekly report on this contract.

Const. (2)
Region (1)
File (1)

SIGNED N. D. Krehbiel LOCATION Redmond

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8086 R

April 28, 1975

E. E. Steinlicht Company
P.O. Box 1070
Bend, OR 97701

Gentlemen:

Your request for an extension of time on Contract No. 8086 for work on the Cove Palisades State Park in Jefferson County has been reviewed.

Careful consideration was given to the reasons you submitted. On the basis of available facts, the specified completion date is herewith extended to March 27, 1975 which deletes all liquidated damages.

Very truly yours,

F. B. Klaboe, Administrator
and State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
C. T. Keasey
N. D. Krehbiel
Robert Church

JAB:fr dpy

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8086

Salem, Oregon

April 25, 1975

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: The Cove Palisades State Park
Contract No. 8086
Request for Extension of Time

TO: H. S. Coulter
Assistant State Highway Engineer

Contract No. 8086, The Cove Palisades State Park (Concession Building Alteration) was awarded to E. E. Steinlicht Company on October 29, 1974. Work commenced November 12, 1974. All work was completed March 27, 1975. The project had a specified completion date of February 28, 1975.

The contractor has submitted a formal request for a complete extension of time. He has submitted the following reasons for consideration:

1. The plumbing system, more particularly the drain system for the dishwasher, required more work than shown on the plans to satisfy code requirements, which wasn't clarified until early March.

2. The design for an automatic heating and air conditioning control system was not completed in sufficient time to allow installation within contract time. This extra work was accomplished under Price Agreement No. 7 dated February 21 (only a week before required completion date).

The reasons submitted by the contractor have been verified by the Resident Engineer, and are sufficient reasons under Sec. 108.09 of the standard specification for the granting of additional time.

I recommend that the specified completion date be extended from February 28, 1975 to March 28, 1975 which will delete $1,350 liquidated damages.

This is a State project.

A rough draft letter to the contractor is attached.

JAB:DL:fr
Att.
cc: Robert Church

RECEIVED
APR 25 1975
Office of
Assistant State Highway Engineer

**OREGON STATE HIGHWAY COMMISSION**

# Engineers Recommendation Regarding Contractors Request
for
# Increase in Number of Workdays
to
# Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8086 Contractor E. E. Steinlicht Co.

Highway —

Section Cove Palisades Marina Building

Kind of Work Marina Building Alteration

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

1. Existing drain system for dishwasher did not meet code and the deficiency was not apparent to State or Bidders. Work required to bring drain system to code took two weeks.

2. Automatic heating and air conditioning control system design was not completed in time for contract letting. Design was estimated to be ready for contractor approximately November 15, 1974, but was not available until January 3, 1975. This delay caused at least a month's overrun in time.

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No. 8086

Project designation State (State-Federal)

Date awarded October 29, 1974

Work started November 12, 1974

Per cent completed 100% March 27, 1975 (Date)

Specified Completion Date Feb. 28, 1975

~~No. of Workdays Allowed~~

~~No. of Workdays Used~~

From 2/28/75 to 3/28/75

No. of Added Workdays Requested

State Printing 27930

[illegible]—180 (Rev.)—[illegible]

**OREGON STATE HIGHWAY COMMISSION**

# Contractors Request
for
# Increase in Number of Workdays
to
# Complete Construction Contract

**Oregon State Highway Commission**
**Salem, Oregon**

Date March 12, 19 75

Gentlemen:

We, the undersigned, respectfully request an increase in the Contract Time ~~number of workdays~~ from 2/28/75 ~~days to~~ 3/28/75 ~~days~~, within which to complete our Contract No. 8086, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Respectfully submitted,

E. E. STEINLICHT CO.
Contractor

By R. J. MODJESKI R. J. MODJESKI

---

**CONSENT OF SURETY**

Date ........................, 19......

We, ........................................................................, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

........................................................................
Attorney-in-fact

(SEAL)

........................................................................
Resident Agent

#8086

R

April 14, 1975

Cove Palisades State Park Subcontracts.

SEE: PRO 5-1

8086

October 30, 1974

E. E. Steinlicht Company
P. O. Box 1070
Bend, OR 97701

Gentlemen:

The Oregon Transportation Commission on October 29, 1974, awarded to you State Highway Contract No. 8086 in the amount of $47,675 on The Cove Palisades State Park in Jefferson County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

C. W. Head
COMMISSION SERVICES

js

bc C. T. Kassey
Walt Hart
Vince Gallagher
C. M. Williams
Norm Krehbiel
David Talbot

8087 M.P. 1.27 Slide Sec., FAS 1974
567 SW of Rainier
(0.5 mi. grading and paving)

ER-FAS

8087

Salem
March 1, 1976

Robert H. Prange
Rural Engineer

Dick Hacek
Finance

ER January 1974 Storm Damage
Farm Hill Road, M.P. 1.27
Columbia County
ER-321(1)

Attached is a billing from Columbia County for the right-of-way costs for this project.

Would you please reimburse the county.

HR:dp

Attachment

☐ ENGR. ☐ ASST. ☑ OE ☑ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

3-1-76

ER Jan 1974 Storm Damage
Fern Hill Road. M.P. 1.27
FAS 567
Columbia County
R/w costs

**Columbia County**

ROY A. NELSON COUNTY CLERK
ST. HELENS, OREGON

SERIES 20 40204

ST. HELENS BRANCH
UNITED STATES NATIONAL BANK
HEAD OFFICE PORTLAND

96-287
1232

| DATE | CLAIM NUMBER | PAY TO THE ORDER OF | PAY EXACTLY | AMOUNT |
|---|---|---|---|---|
| JAN 17 75 | 40.204 | ROSE FIDLER<br>C/O JOHN HUNNICUTT<br>P.O. BOX 931<br>ST. HELENS, OR. 97051 | 250.00 | 250.00 |

CORENE CARLSTROM COUNTY TREASURER

NON-NEGOTIABLE

Payment for damage to property [illegible] 5-75
[illegible] Fern Hill Road

⑆1232⑈0287⑆ 3 244⑈

COUNTY OF COLUMBIA
St. Helens, Oregon

Rhw Costs
ER Jan 1974 Storm Damage
Fern Hill Road FHS 567
Columbia County

## STATEMENT OF CLAIM FOR PAYMENT

| Date | Nature of Claim | Amount |
|---|---|---|
| 1-15-75 | Payment for damages to property<br>Resulting from slide repair Fern Hill Road.<br>Per Board Order # 5-75 (copy attached) | $ 250⁰⁰ |

PAYABLE TO:
Rose Fidler
c/o John Hennecott
Po Bx 931 - St. Helens

CLAIM NO. 40204

Filed
ROY A. NELSON, County Clerk
By 1/15
Deputy
Columbia County, Oregon

BUDGET EXPENDITURE DISTRIBUTION:

By
Department Supervisor
By
Accounting Department

Account 21-82-4790
Department Road Dept. R/W Acquisition

STATE OF OREGON }
County of Columbia } ss

I, J Kelley
hereby certify that the foregoing bill for damages was furnished to Columbia County at the instance of Rd. Comm., that the same was solely for Columbia County, that the prices charged therefor are reasonable and not in excess of the market value thereof, and the same is wholly unpaid.

Dated 1-15-75
By

Dated 1-15-75

Payment ordered in the amount of $ 250⁰⁰ to be charged to the Road Fund.

Chairman of Board

C.W. Horn
Commissioner

Jack Mikkel
Commissioner

BEFORE THE BOARD OF COUNTY COMMISSIONERS

FOR COLUMBIA COUNTY, OREGON

| | |
|---|---|
| In the Matter of payment of )<br>Mrs. Rose Fidler for losses )<br>suffered in the repair of )<br>Fern Hill Road ) | No. 5-75<br>ORDER DIRECTING ISSUANCE<br>OF A WARRANT |

WHEREAS, Mrs. Rose Fidler and Columbia County entered into an agreement with regard to repair of Fern Hill Road and use of her property therefore, and

WHEREAS, that agreement was not fulfilled due to contractors of the Oregon State Highway Department failing to observe said agreement, and

WHEREAS, Mrs. Rose Fidler and Columbia County have agreed that the damage done to her property is in an amount of $250.00; and

IT NOW APPEARING to the Board of County Commissioners that Mrs. Rose Fidler is entitled to $250.00, now, therefore

IT IS ORDERED THAT the Clerk of Columbia County be and is hereby directed to prepare the necessary warrant for the within claim, and it is

PROCESSED
ACCOUNTING
COLUMBIA COUNTY, OREGON

FURTHER ORDERED that the Treasurer of Columbia County be and she is hereby directed to draw check on the Road fund for the purpose of paying Mrs. Rose Fidler the sum of $250.00.

DATED this 15 day of January, 1975.

BOARD OF COUNTY COMMISSIONERS
FOR COLUMBIA COUNTY, OREGON

Chairman

C.W. Horn
Commissioner

Jack Minkoff
Commissioner

APPROVED AS TO FORM:

John F. Hunnicutt
County Counsel
John F. Hunnicutt

8087

K

May 9, 1975

Fireman's Fund Insurance Co.
921 S.W. Washington St.
Portland, OR 97205

Attention: Fidelity and Surety Dept.

Gentlemen:

On May 6, 1975, we wrote to you concerning release of final payment on Contract No. 8087 awarded to G. D. Dennis and Sons, Inc., for work on the M.P. 1.27 Slide Section of FAS 567 in Columbia County.

Final payment on this contract is $2,399.95 and the total contract amount is $45,686.14. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

cc G. D. Dennis and Sons, Inc.
7355 S. E. Johnson Creek Blvd.
Portland, OR 97206

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

8087 R

FORM 81-734-3001
OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

| | | |
|---|---|---|
| SECTION: M.P. 1.27 Slide Section | | WEEK ENDING: March 29, 1975 |
| | | SECTION PREFIX: 505 - 1067 |
| HIGHWAY: FAS 567 (Fern Hill Road) | | COUNTY: Columbia |
| NAME OF JOB: M.P. 1.27 Slide Section | KIND OF WORK: Grading and Paving | |
| CONTRACTOR: G.D. Dennis and Sons, Inc. | CONTRACT NUMBER: 8087 | FEDERAL AID PROJECT NUMBER: ER 321 (1) |
| DATE OF CONTRACT: October 24, 1974 | DATE WORK STARTED: October 31, 1974 | COMPLETION DATE: March 6, 1975 |
| AVERAGE FORCE ON PROJECT FOR THE WEEK: | SPECIFIED WORK DAYS: | WORK DAYS USED: |
| MEN: SUPERVISION: | SPECIFIED CALENDAR DAYS: 125 | CALENDAR DAYS USED: 19 |
| | SPECIFIED COMPLETION DATE: | PERCENT OF TIME ELAPSED: 15 |
| PROJECT AUTHORIZATION: $ 52,810.26 | | PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100 |
| EXCLUSIVE OF ENGINEERING: $ 48,198.01 | ENGINEERING AUTHORIZATION: $ 4,612 | PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100 |
| ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 46,520.36 | ENGINEERING COST TO DATE: $ 6,050 | DATE PROJECT WAS COMPLETED: |
| ESTIMATED PERCENT: UNDERRUN 10 % | PERCENT OF AUTHORIZATION: 131 % | March 6, 1975 |

Semi-Final Estimate Submitted March 28, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE Rock | OIL AND/OR PAVE. | MAT'L. PROD | | Paving |
|---|---|---|---|---|---|---|---|
| 100 | 100 | 100 | 100 | | | | 100 |

| | GRADING | 1"-0 SURFACING | Gran. Emb. MATERIALS | Rock Emb. | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | 0.047 | 0.047 | 0.047 | 0.047 | 0.047 |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | 0.047 | 0.047 | 0.047 | 0.047 | 0.047 |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | 6,370 cy | 400 ton | 5,070 cy | 1,520 cy | 90 ton |
| TOTAL QUANTITIES CORRECTED TO DATE | 6,370 cy | 400 ton | 6,000 cy | 1,700 cy | 100 ton |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | 6,370 cy | 400 ton | 6,000 cy | 1,700 cy | 100 tom |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY | | | | |
| MONDAY | | | | |
| TUESDAY | | | | |
| WEDNESDAY | | | | |
| THURSDAY | | | | |
| FRIDAY | | | | |
| SATURDAY | | | | |

K
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Darling
RECEIVED
MAR 31 1975
CONSTRUCTION
SECTION
Scofield
Glenn
Berg

BEN GIFFORD

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY | |
| MONDAY | |
| TUESDAY | |
| WEDNESDAY | |
| THURSDAY | |
| FRIDAY | |
| SATURDAY | |

## REMARKS

Semi-final submitted to Region Office this day. This will be the last weekly report.

W J Scofield

SIGNED W. J. Scofield LOCATION Aloha

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

#8087 3-19-75 R

STATE COPY

cc: OSHD (H S Coulter)
Wash DC (HHO-32)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INITIAL REPORT
AND FINAL CONSTRUCTION REPORT

| REGION NO. | REPORT NO. | COUNTY | DIVISION |
|---|---|---|---|
| 10 | 1 | Columbia | Oregon |

| DATE OF INSPECTION | INSPECTION MADE BY | PROJECT NO. |
|---|---|---|
| 3-19-75 | W. N. Bryant, Area Engineer | ER-321(1) |

IN COMPANY WITH

Don Adams, Reg Constr Engr, OSHD

LOCATION

The project is located at MP 1.27 southwest of Rainier, Oregon on FAS 567, Fern Hill Road.

CONTRACTOR NAME AND ADDRESS

G. D. Dennis & Sons, Inc., Portland, Oregon

| AWARD DATE | CONTRACT AMOUNT | TIME ALLOWED | TIME STARTED | WORK STARTED |
|---|---|---|---|---|
| 10-30-74 | $44,120.50 | 125 cal. workdays | 11-9-74 | 10-31-74 |

| QUALITY OF WORK | PROGRESS OF WORK | TIME ELAPSED | WORK COMPLETED |
|---|---|---|---|
| Satisfactory | Satisfactory | 15% | 3-6-75 |

REMARKS

COPY

APR 09 1975

Washington

MP 1.27 SLIDE SECTION
FAS 567 (Fern Hill Road)
Grading & Paving

This project provided for repair of a 300-ft. section of roadway damaged during the January 1974 flood. The repairs which consisted of embankment replacement, necessary drainage facilities, base rock, AC paving and guardrail was completed in apparent reasonably close conformance with approved plans and specifications on March 6, 1975 at a final estimated cost of $46,520.36 or approximately 10 percent below the authorized amount of $48,198.01. A total of 19 calendar workdays were used to complete the work as compared to the 125 calendar workdays specified.

Acceptance of the work is recommended. Also included under this project but under a separate contract is the repair of two slide areas (MP 2.8 & 7.0) on the Vernonia-Scappoose Highway, FAS 609 presently under contract to Columbia West Materials & Constructors, Inc. in the amount of $242,445. This work is presently estimated to be completed about May 1975.

RECEIVED
APR 10 1975
Office of
Assistant State Highway Engineer

4-10-75
orig to Const.

NOTED
H.S. COULTER

3.12.10 8087

**STATE COPY**

Form Approved; O.M.B. No. 04-R2088

| | | |
|---|---|---|
| TO BE COMPLETED BY FHWA<br>MONTHLY TRANSACTION NO. | U. S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>**FEDERAL-AID PROJECT AGREEMENT**<br>12-23-74 | STATE<br>Oregon<br>COUNTY<br>Columbia<br>PROJECT NO.<br>ER-321(1) |

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rds. Columbia Co. FAS Routes
(M.P. 1.27 Slide Section) (M.P. 2.8 & 7.0 Slide Section)

| PROJECT CLASSIFICATION OR PHASE OF WORK | | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | | ▨ |
| PRELIMINARY ENGINEERING | | 1-14-74 | |
| RIGHTS-OF-WAY | | 10-7-74 | ▨ |
| CONSTRUCTION | Temporary | 1-14-74 | |
| | Permanent | 10-9-74 | |
| OTHER *(Specify)* | Permanent | 10-30-74 | |

FUNDS Pro Rata 100%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 371,172.00 | $ 371,172.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*
By Ed Hunter
Assistant State Highway Engineer
*(Title)*
By
*(Title)*
By
*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Engineer)*
For G. L. Green

Date executed by Division Engineer DEC 23 1974

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

# AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division

Federal-aid Project
No. ER-321(1)

## COLUMBIA COUNTY FAS ROUTES

## IN COLUMBIA COUNTY

Salem, Oregon, December 3, 1974

Project Agreement Estimate.

### Type Code P.E.
### Preliminary Engineering

| | | |
|---|---|---|
| Preliminary Engineering | All Required | $ 13,500.00 |
| | Total | $ 13,500.00 |

### Type Code ROW
### Right-of Way

| | | |
|---|---|---|
| Right-of Way | All Required | $ 3,500.00 |

### Type Code 6201
### Temporary Repairs (FAS 609, Vernonia-Scappoose Highway MP 2.8)

Repairs by County Forces
(Negotiated Equipment Rental)

| | | |
|---|---|---|
| Labor | | $ 82.25 |
| Equipment | | 896.25 |
| Materials | | 792.50 |
| | Total | $ 1,771.00 |

### Type Code 6201
### Permanent Restoration (FAS 567, Fern Hill Road)(MP 1.27 Slide)

| | | | |
|---|---|---|---|
| Temporary Protection and Direction of Traffic | All Required | | $ 1,500.00 |
| Temporary Signs | 70 sq.ft. | 6.00 | 420.00 |
| Flagmen | 250 hour | 12.50 | 3,125.00 |
| Clearing and Grubbing | All Required | | 3,500.00 |
| General Excavation | 6,370 cu.yd. | 0.70 | 4,459.00 |
| Granular Embankment | 5,070 cu.yd. | 2.50 | 12,675.00 |
| Rock Embankment | 1,520 cu.yd. | 4.80 | 7,296.00 |
| Trench Excavation | 160 cu.yd. | 6.00 | 960.00 |
| Finishing Roadbed and Slopes | All Required | | 500.00 |
| 1" - 0 Aggregate Base | 400 ton | 7.00 | 2,800.00 |
| Class "C" Asphalt Concrete | 90 ton | 30.00 | 2,700.00 |
| 8-inch Drain Pipe | 525 lin.ft. | 5.50 | 2,887.50 |
| Special Filter Material in Drains | 130 cu.yd. | 10.00 | 1,300.00 |
| | | | $ 44,122.50 |

Anticipated Items

| | | |
|---|---|---|
| Seeding and Mulching | All Required | $ 1,700.00 |
| Permanent Pavement Striping | All Required | 100.00 |
| Temporary Erosion Control | All Required | 200.00 |
| | | $ 2,000.00 |
| | Subtotal | $ 46,122.50 |
| | Engineering | 9,224.50 |
| | Total | $ 55,347.00 |

Type Code 6201
Permanent Restoration (FAS 609, Vernonia-Scappoose Hwy. MP 2.8 and 7.0, Slides)

| | | | |
|---|---|---|---|
| Mobilization | All Required | | $ 23,000.00 |
| Temporary Protection and Direction of Traffic | All Required | | 500.00 |
| Temporary Signs | 130 sq.ft. | 6.00 | 780.00 |
| Temporary Barricades | 4 only | 140.00 | 560.00 |
| Flagmen | 330 hour | 4.00 | 1,320.00 |
| Clearing and Grubbing | All Required | | 5,000.00 |
| Embankment in Place | 61,400 cu.yd. | 2.50 | 153,500.00 |
| Toe Trench Excavation | 2,500 cu.yd. | 6.00 | 15,000.00 |
| Trench Excavation | 415 cu.yd. | 6.00 | 2,490.00 |
| Finishing Roadbed and Slopes | All Required | | 2,000.00 |
| Watering | 300 M-gal. | 1.00 | 300.00 |
| 1" - 0 Aggregate Base | 1,800 ton | 5.10 | 9,180.00 |
| Class "C" Asphalt Concrete | 350 ton | 22.00 | 7,700.00 |
| 48-inch Culvert Pipe | 320 lin.ft. | 35.00 | 11,200.00 |
| 8-inch Drain Pipe | 730 lin.ft. | 6.00 | 4,380.00 |
| Special Filter Material in Drains | 110 cu.yd. | 13.50 | 1,485.00 |
| Guardrail, Type 2 | 300 lin.ft. | 12.50 | 3,750.00 |
| Rail End Pieces, Type B | 2 only | 50.00 | 100.00 |
| Loose Riprap, Class 700 | 20 cu.yd. | 10.00 | 200.00 |
| | | | $242,445.00 |

Additional Anticipated Items

| | | |
|---|---|---|
| Permanent Striping (S.F.) | All Required | $ 100.00 |
| Temporary Erosion Control | All Required | 1,000.00 |
| Embankment Foundation Grading M.P. 7.0 (E.W.) | All Required | 1,500.00 |
| Seeding and Mulching (E.W.) | All Required | 2,500.00 |
| | | $ 5,100.00 |
| | Subtotal | $247,545.00 |
| | Engineering and Contingencies | 49,509.00 |
| | | $297,054.00 |

## SUMMARY OF FUNDS

| Description | Total Funds | Fed. Funds |
|---|---|---|
| Preliminary Engineering | $ 13,500.00 | $ 13,500.00 |
| Right of Way | 3,500.00 | 3,500.00 |
| Temporary Repairs (County Forces) | 1,771.00 | 1,771.00 |
| Permanent Restoration (M.P. 1.27) | 55,347.00 | 55,347.00 |
| Permanent Restoration (M.P. 2.8 & 7.0) | 297,054.00 | 297,054.00 |
| Total | $ 371,172.00 | $ 371,172.00 |

Group 1 100%
Contract No. 8087
Prefix No. 505-1067
Prefix No. 505-1411-01,02,03
Prefix Co. 5-9501-01

Group 1 100%
Contract No. 8090
Prefix 505-1068

8087

J

October 31, 1974

G. D. Dennis & Sons, Inc.
7355 S.E. Johnson Cr. Blvd.
Portland, OR 97206

Gentlemen:

The Oregon Transportation Commission on October 29, 1974, accepted your proposal for work on the M.P. 1.27 Slide Section of FAS 567 in Columbia County for the sum of $44,122.30. The Commission referred your bid to the Administrator of Highways with authority to award the contract as soon as approval of the Federal Highway Administration is received.

Approval has been received and the Administrator of Highways on October 30, 1974, awarded you the project, which has been assigned Contract No. 8087.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

C. W. Mead
COMMISSION SERVICES

js

bc Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle & Portland
C. T. Kessey
Vince Gallagher
Walt Hart
E. L. Hardt
Willard Scofield
Wm. Geibel (SAIF)

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

10-15-74

## LETTER OF APPROVAL [illegible]/OR AUTHORIZATION

FEDERAL AID PROJECT NO. ER-321(1)

STA[illegible] PROJECT NO. COLUMBIA COUNTY FAS ROUTES

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO. ER-62

COUNTY NAME COLUMBIA

PROGRAM STAGE (Check) ☐ [illegible] ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
/STATE OF OREGON
SALEM, OREGON

STATE HWY EN[illegible]
OCT 16 '74
REFER TO
Only - Sch[illegible]
FOR

| | |
|---|---|
| DATE PS&E APPROVED | |
| DATE AUTHORIZATION EFFECTIVE | OCTOBER 7, 1974 |
| FEDERAL ROUTE NUMBER | SECONDARY ROUTES 567 AND 609 |
| STATE ROUTE NUMBER | COUNTY ROADS |

GENERAL LOCATION:

MP 1.27 FERN HILL ROAD AND MP 7.0 VERNONIA - SCAPPOOSE ROAD

GENERAL DESCRIPTION OF WORK:

I APPROVE THE MINOR PROGRAM CHANGE ADDING RIGHT OF WAY ACQUISITION ALL PHASES INCLUDING INCIDENTAL WORK AS REQUESTED IN MR. RULIEN'S OCTOBER 4, 1974 LETTER.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER *(Specify)* MINOR PROGRAM CHANGE

☒ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

YOU ARE NOW AUTHORIZED TO PROCEED WITH THE ACQUISITION OF RIGHT OF WAY AS REQUESTED IN MR. RULIEN'S OCTOBER 4, 1974 LETTER WITH FEDERAL PARTICIPATION ONLY IN THOSE ELIGIBLE COSTS INCURRED AS OF OCTOBER 7, 1974.

BEFORE ACTUAL REIMBURSEMENT OF COSTS COLUMBIA COUNTY MUST COMPLY WITH ALL REQUIREMENTS OF PUBLIC LAW 91-646 (TITLES II AND III) SECTION 305(1).

| | | |
|---|---|---|
| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
| 10-15-74 | | for DIVISION ENGINEER |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Box 330
Salem OR 97308

October ~~2~~, 1974
11

Right of Way Status
ER Projects
Bid Opening October 24, 1974
ER-314(1) Pudding River Bridge Sec
ER-311(1) Rock Creek Slide Sec
ER-321(1) ~~MP 1.27 Slide~~
ER-321(1) MP 2.8 and MP 7.0 Slides Sec

C. J. Mathias, Division Right of Way Officer

Mr. G. L. Green, Division Engineer
Salem, Oregon

The subject projects, which are ER projects, have small amounts of right of way that are being acquired by counties. These counties submitted right of way assurances regarding Real Property Acquisitions, under Section 305, Title III, Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

Even though these are ER projects there has been sufficient time for the county to comply with the law. The submitted status reports from Assistant Right of Way Engineer Oakes indicate that right of entry was obtained.

Because of past experience the projects have been discussed with Mr. Oakes and he has advised that these counties have not complied with Title III, namely the requirement for appraisal and offer to the property owner. Mr. Oakes has advised that the State has taken action to have the counties go back and appraise the properties and make offers in accordance with the law. Therefore, I am recommending approval of the PS&E.

However, I further recommend that the State be advised in the PS&E letter that Columbia, Gilliam and Clackamas Counties must comply with Title III and that their existing State-wide assurances can not be accepted as the basis for concurrence in award. I further recommend that the State be advised that on each of the projects the county should submit the actions that have been taken on Title III before we can concur with the award. This should go in the PS&E letter.

Original Signed by
C. J. Mathias
Div. ROW Officer
C. J. Mathias

NOTED
R. L. SCHROEDER

RECEIVED
OCT 14 1974
Office of
Assistant State Highway Engineer

cc:
C. Burghardt
cb John Oakes

Note: that Assurance must be given for each Project — The county or City Assurance is not working
JB 10/14/74

BUF 10/17/74

CC Cox & RL Schroeder

10-9-74

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. ER-321(1)

STATE PROJECT NO. MP 1.27 SLIDE SECTION

PROGRAM NO.

COUNTY NAME: COLUMBIA

ITEM NO. ER-62

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

TO:
MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

10'74
FER TO Hunter
FOR

NOTED
E. S. HUNTER

| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER |
|---|---|---|
| OCTOBER 9, 1974 | OCTOBER 9, 1974 | SECONDARY ROUTE 567 |
| | | STATE ROUTE NUMBER<br>COUNTY ROAD |

RECEIVED
OCT 11 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

GENERAL LOCATION:
FERN HILL ROAD

GENERAL DESCRIPTION OF WORK:
REMOVAL OF SLIDE MATERIALS AND REPLACEMENT WITH GRANULAR MATERIALS, GRADING AND PAVING OF RESTORED ROADBED AND INCIDENTAL WORK.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER *(Specify)*

| | |
|---|---|
| SEEDING AND MULCHING | $1,700.00 |
| PERMANENT PAVEMENT STRIPING | 100.00 |
| TEMPORARY EROSION CONTROL | 200.00 |

☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH ITEMS LISTED ABOVE AS SHOWN IN YOUR ESTIMATE.

MR. RULIEN'S 9-30-74 REQUEST AND ALL BUT THE RIGHT OF WAY CERTIFYING STATEMENTS ARE
ACCEPTED. WE CANNOT ACCEPT THE COLUMBIA COUNTY ASSURANCES THAT RIGHT OF WAY WAS .
ACQUIRED IN ACCORDANCE WITH FEDERAL REQUIREMENTS, THEREFORE, COLUMBIA COUNTY MUST
SUBMIT THE ACTIONS THAT HAVE BEEN TAKEN TO COMPLY WITH TITLE III BEFORE WE CAN CONCUR
IN THE AWARD OF THE CONTRACT. COLUMBIA COUNTY MUST SUBMIT NEW ASSURANCES REQUIRED BY
SECTION 305(1) AND (2), TITLE III, PL 91-646.

I CONCUR THAT IT IS IN THE PUBLIC INTEREST TO PERFORM THIS WORK AS SOON AS POSSIBLE
AND THEREFORE APPROVE A TWO WEEK ADVERTISEMENT PERIOD AS REQUESTED IN MR. RULIEN'S
OCTOBER 8, 1974 LETTER. PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED
AND ARE APPROVED. A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 10-9-74 | G. L. Green | DIVISION ENGINEER |

10-11-74
ORIGINAL TO
L. W. Rulien
W/attachments

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

October 8, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM
L. W. Rulien
Project Management Engineer

SUBJECT M.P. 1.27 Slide Section
M.P. 2.8 and M.P. 7.0 Slide Section
Project No. ER-321(1)
Minimum two-week advertising period

Your concurrence is requested in a public interest finding of a minimum two-week advertising period for the subject contracts.

The PS & E submission and request was submitted on September 30, 1970, but was not acted upon because of the lack of Emergency Relief Federal funding. We have been advised that financing is now available and we wish to advertise for bids to be received on October 24, 1974. All certifications submitted previously for the subject contracts are still in force.

The contract for flood repair at M.P. 7.0 is urgently needed because the road is closed due to the washout and should be contracted as soon as possible.

These contracts are not complicated in any manner and we feel that two weeks is sufficient for the contractors to prepare their bids. "Embankment in Place" accounts for 75% of the cost of the contracts which can be researched and a bid prepared very easily. Under the circumstances we feel the two-week advertising period is in the public interest and justified.

cc: J. H. Versteeg
D. E. Swan
C. T. Keasey
H. S. Cox

DAR:js

October 4, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM
L. W. Rulien
Project Management Engineer

SUBJECT Minor Program Change
Project No. ER-321(1)
Columbia County FAS Routes

We hereby request your approval of a minor program change on the subject project to include in the "Character of Proposed Work", right-of-way acquisition all phases including incidental work at MP 1.27 (Fern Hill Rd.) FAS 567 and MP 7.0 (Vernonia-Scappoose Rd.) FAS 609. The properties will be acquired by Columbia County and are required for the permanent restoration of the roadway facilities at these locations.

We further request, concurrent with your approval of the minor program change, authorization to proceed with the actual acquisition of the properties as outlined in red on the enclosed sketch maps. No increase in total cost or federal funds for the project as presently programmed is anticipated for the addition of this right-of-way.

Attached is a copy of Mr. Oakes' memo of September 26, 1974 which sets forth the estimated cost of the properties. Since no improvements are within the areas to be acquired, no relocation will be involved.

Attach.

CL:dg

bc J. R. Oakes
D. E. Swan
M. Mitchell

ER-FAS

FORM E-90

**OREGON STATE HIGHWAY DIVISION**

**INTER-DEPARTMENT CORRESPONDENCE**

Salem 97310

**DATE** September 26, 1974

**TO** L. W. Rulien
Project Management Engineer

John R. Oakes

**FROM** J. R. Oakes
Assistant R/W Engineer

RECEIVED
COUNTY & CITY SECTION
SEP 27 1974
☑ ENGR. ☑ COOR. ☑ OE ☑ AE ■ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

**SUBJECT** MP 1.27 Slide Section
Fern Hill County Road (FAS 567)
Columbia County

and

MP 2.8 and MP 7.0 Slide Section
Scappoose-Vernonia County Road. (FAS 609)
Columbia County

Columbia County acquired rights to use the necessary right-of-way for these projects presently scheduled for October 24 but did not comply with Title III of Public Law 91-646. The rights acquired are sufficient to allow a contract to be let while the county acquires the necessary rights in the property in compliance with Title III. These rights are estimated at $500 for the Fern Hill Road project and $3,000 for the Scappoose-Vernonia Road project. The county is requesting that these costs be programmed with Federal Highway Administration in order to minimize their share of the total costs of the project.

If you approve of this, please request Federal Highway Administration concurrence in the programing and give us a prefix. If you do not concur in this, please let us know immediately so that we can request Columbia County to complete their acquisition upon the basis of an appraisal and review of the property needed.

JRO:ha
cc H. S. Cox ✓
M. R. Mitchell
Bob Poggione

erfas

September 24, 1974

Columbia County Board of Commissioners
Courthouse
St. Helens, Oregon 97051

Attention Hon. Jack Minkoff
Commissioner

RE: ER, January 1974 Storm Damage
Columbia County

Farm Hill Road, M.P. 1.27
FAS 567

Vernonia-Scappoose Road
M.P. 2.8 to 7.0, FAS 609

Gentlemen:

The property owners, from whom the additional right-of-way for these projects is to be taken, have requested that the marketable timber in the construction area be saved for them and stockpiled on their adjacent land.

For expediency and economy we are requesting that the county do this themselves, rather than have it included in the contract.

We hope to advertise this project October 3 and open bids on October 24, 1974. The timber that is to be saved should be out of the area by the end of the first week of October.

If there are questions please contact us.

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt

☑ ENGR. ☑ ASST. ☑ OE ☒ AE ■ UE
☑ UPE ☑ CE ☑ RE ☑ RFE ☐

erfas

JOHN F. HUNNICUTT
ATTORNEY AT LAW
1933 ST. HELENS STREET
P. O. BOX 931
ST. HELENS, OREGON 97051
PHONE 503 397-5704

September 17, 1974

Mr. Harold Reynoldson
Rural Program Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: ER, January 1974 Storm damage, Fern Hill Road Slide, FAS 567 M.P. 1.27 and Vernonia-Scappoose Road Slides, FAS 609, M.P.'s 2.8 and 7.0

Dear Mr. Reynoldson:

Enclosed please find a copy of a letter from Crown Zellerbach authorizing use of their land during the reconstruction of the Scappoose-Vernonia Highway. Also enclosed please find a copy of a letter authorizing the removal and dumping of materials on Frank Bloyd's property in the Fern Hill Area. I have enclosed two diagrams and hope these are the diagrams you are seeking. I will be preparing easements as soon as I get to them. If I can be of further assistance, please let me know. ✓

Very truly yours,

John F. Hunnicutt

John F. Hunnicutt
County Counsel

JFH/gea
Enc.

RECEIVED
COUNTY & CITY SECTION
SEP 20 1974
☑ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☒ RPE ☐

**CrownZellerbach**
**E. P. Stamm Managed Forest**

August 21, 1974

RECEIVED
AUG 23 1974
Columbia County Road Department

Mr. Sam Hollinger, Roadmaster
Columbia County Road Department
P.O. Box 366
St. Helens, Oregon 97051

Dear Mr. Hollinger:

Per your correspondence of July 25, 1974, consider this a letter of authorization to allow access upon Crown Zellerbach Property in Section 36, T5N, R4W, and Section 16, T4N, R3W, for the purpose of repairing County Road failures on the Scappoose-Vernonia Road.

It is understood that this letter serves to expedite the construction work, and any permanent encroachment on Crown Zellerbach Property will be covered by the proper legal instruments initiated by Columbia County as soon as possible.

It is also understood that any timber belonging to Crown Zellerbach will be bucked and piled at Roadside to our specifications for eventual removal by Crown Zellerbach.

I hope this letter is satisfactory. We are certainly anxious to complete this repair work.

Frank G. Deckebach

FGD:cn

cc: N.L. Zimmerman
Ed Hough (w/enc.)

1870-1970
Foundation for the Future
Crown Zellerbach Centennial

Mist Route Box 48, Vernonia, Oregon 97064

Copy to John Oaks

JOHN F. HUNNICUTT
ATTORNEY AT LAW
1933 ST. HELENS STREET
P. O. BOX 931
ST. HELENS, OREGON 97051
PHONE 503 397-5704

August 20, 1974

Mr. Frank Bloyd
Fern Hill Road
Rainier, Oregon 97048

Dear Mr. Bloyd:

This letter will confirm our telephone conversation of August 20, 1974, wherein the following agreement was reached for the purpose of repairing Fern Hill Road adjacent to your property. As I understand, you are willing to allow the State of Oregon, in making repairs to Fern Hill Road, to push several thousand yards of soil on to your property. You also wish to have all marketable timber cleared from the area where the soil will be deposited and to have the soil deposit leveled and smooth so that it can be usable. Furthermore, all limbs and brush that are removed will be shreded and will be left in an area on your property designated by you. The marketable timber will not be cut in lengths less than eight feet long. This timber will also be left in an area on your property designated by you.

I hope this adequately sets out our understanding and if it does would you please sign the letter and return it to me. You will note there is a carbon copy of this letter enclosed for your record.

Thank you very much for your corporation.

Very truly yours,

John F Hunnicutt

John F. Hunnicutt
County Counsel

JFH/gea
cc: Mr. Frank Bloyd
Enc.

Frank Bloyd (son)
Frank Bloyd

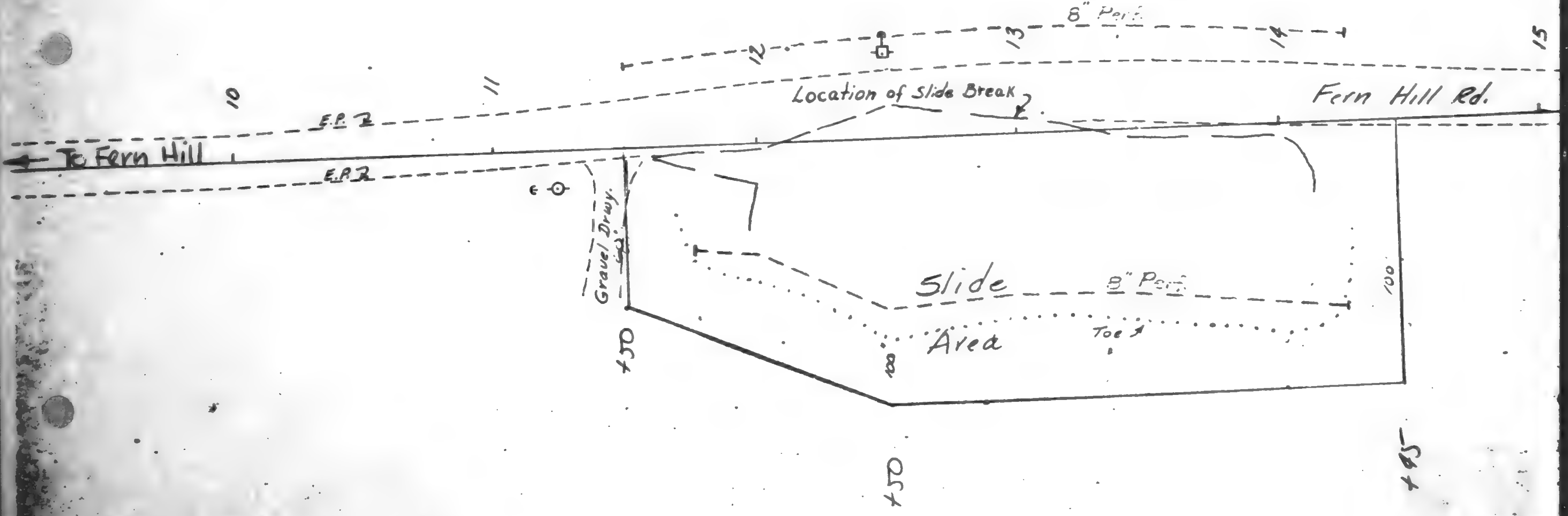
Mrs Rose Fidler owner

RECEIVED AUG 26 1974

Copy to John Oakes

T. N. R. 2W. W.M. Section 20

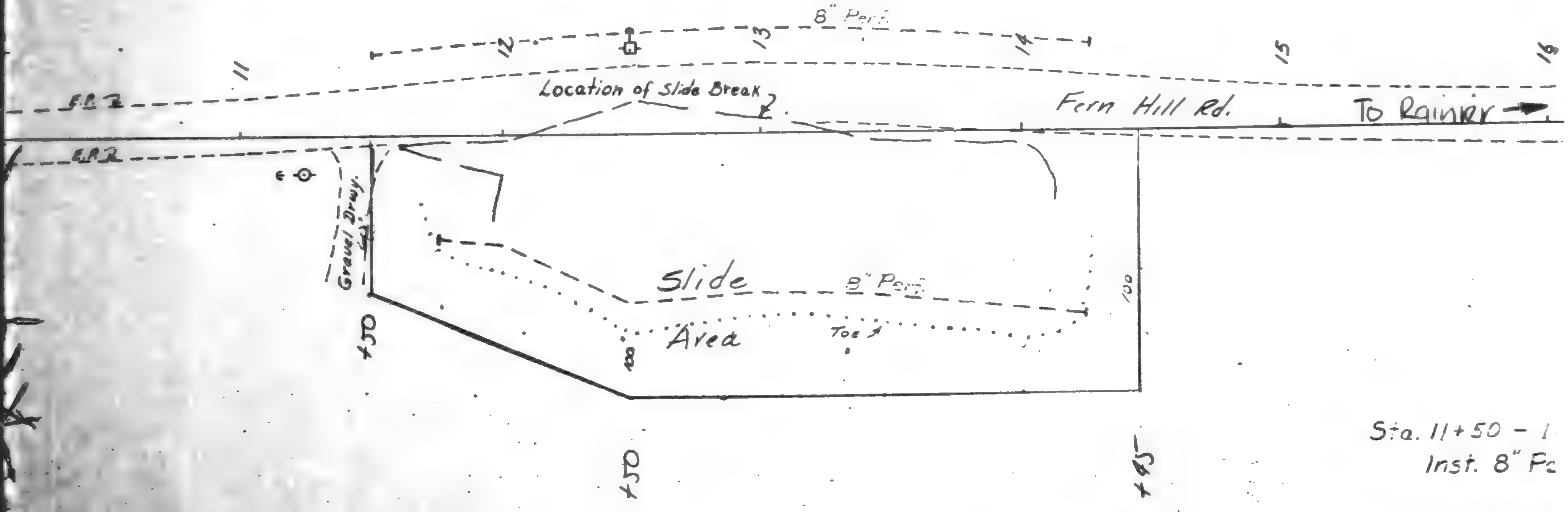
M.P. 1.27 Slide Sec.
FAS 567 (Fern Hill Rd)
Columbia County



and General Electric
Telephone

T. [illegible]N. R. 2W. W.M. Section 20

M.P. 1.27 Slide Sec.
FAS 567 (Fern Hill Rd)
Columbia County



Sta. 11+50 - 1
Inst. 8" Pe

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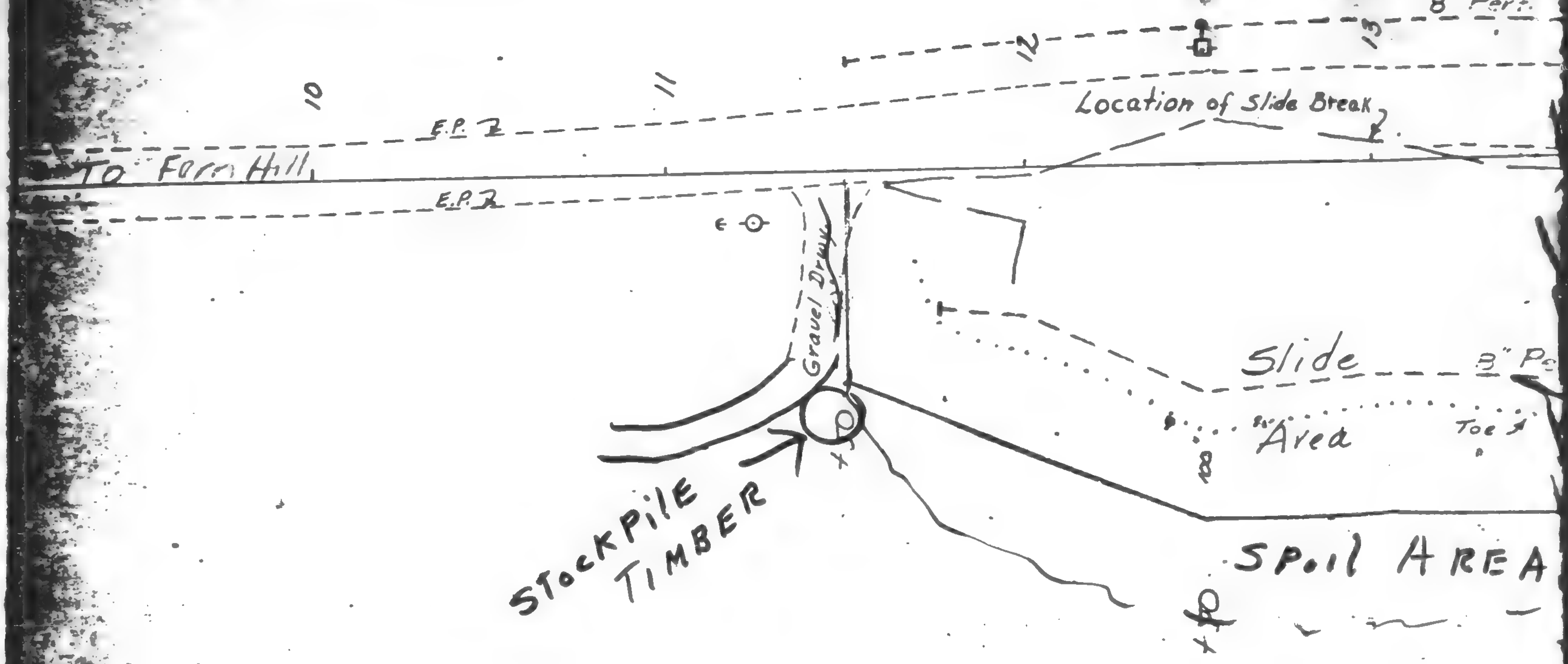
Special Fi

T. 7N. R. 2W. W.M. Sectio

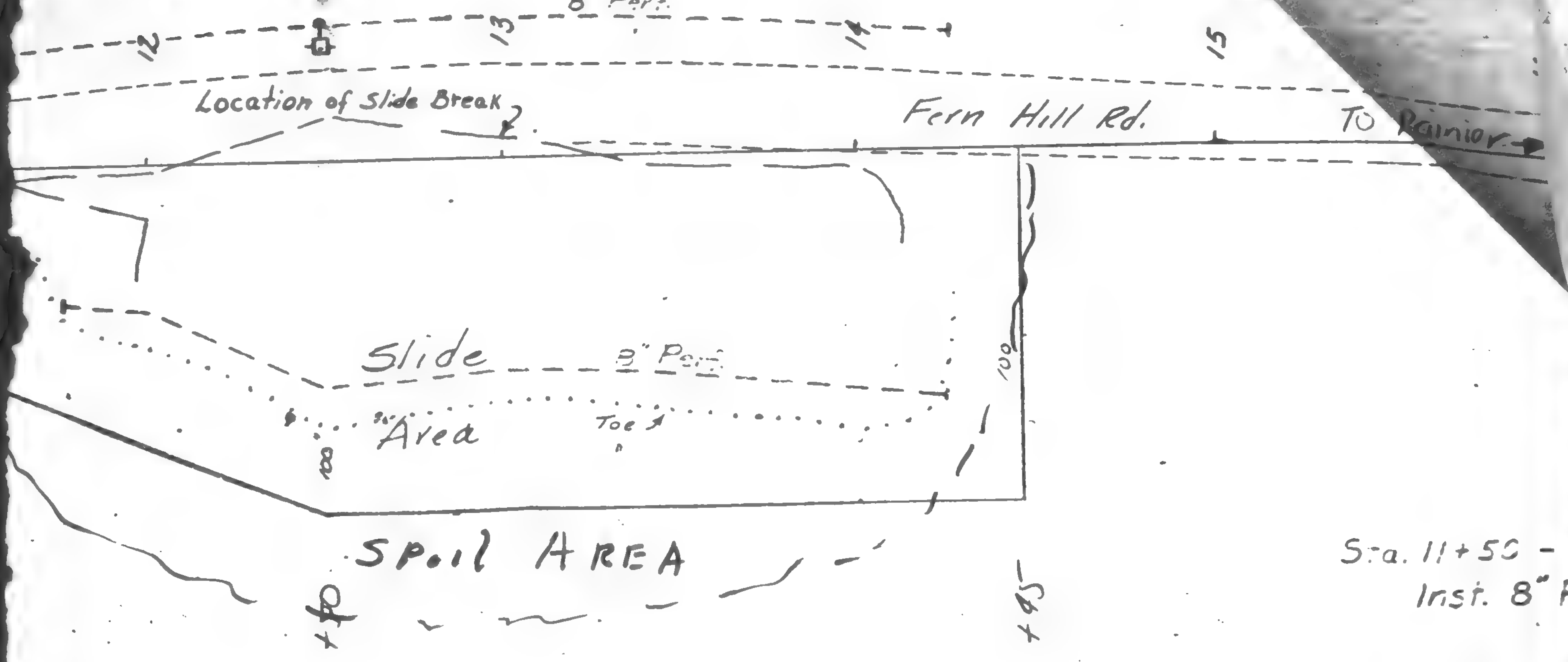
MP. 1.27 Slide Sec.
FAS 567. (Fern Hill Rd)
Columbia County



and General Electric
Telephone

T. 7N. R. 2W. W.M. Section 20

MP 1.27 Slide Sec.
FAS 567. (Fern Hill Rd)
Columbia County



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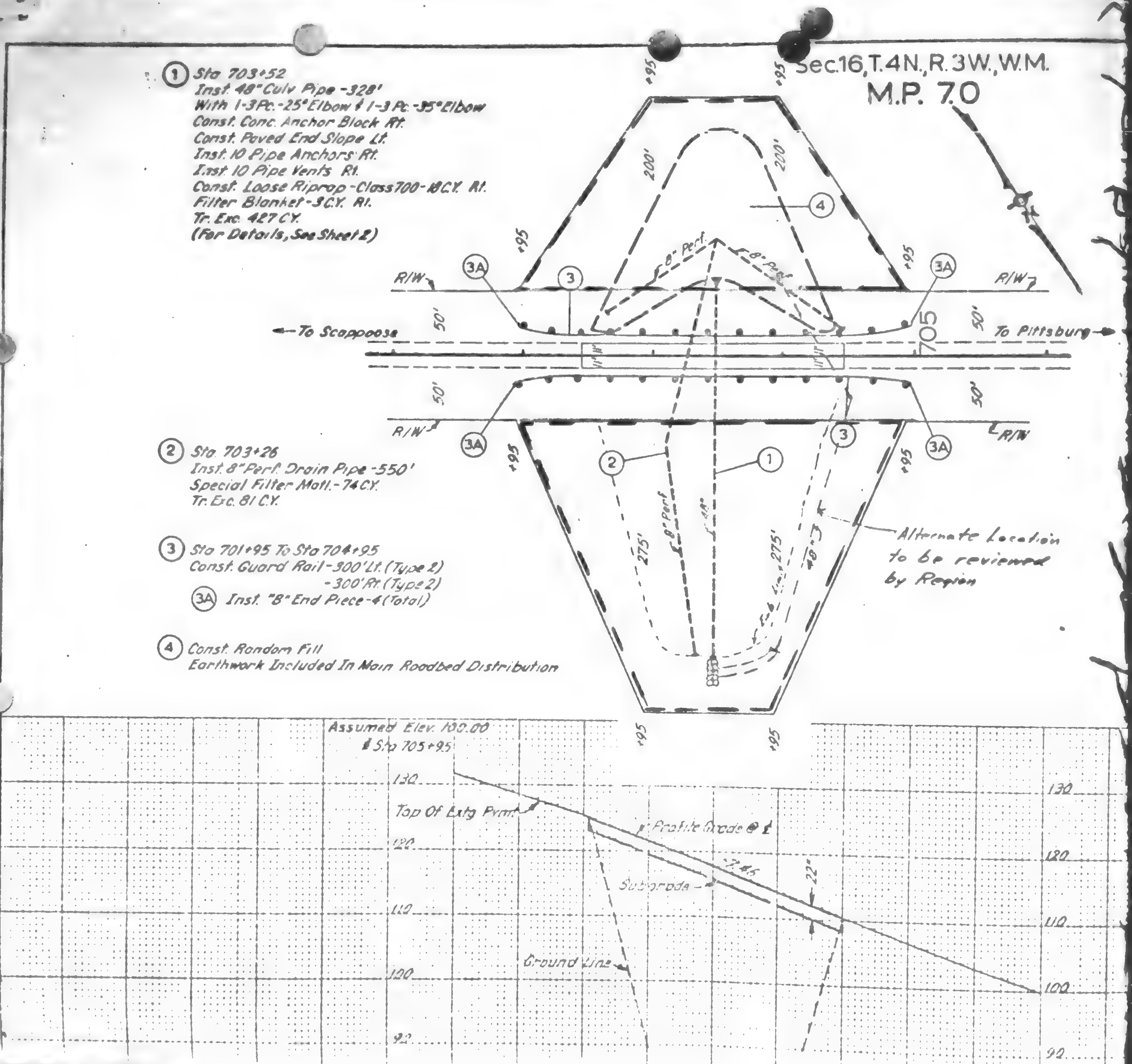
Special F

Sec.16, T.4N., R.3W., W.M.

M.P. 7.0



① Sta 703+52
Inst. 48" Culv Pipe -328'
With 1-3 Pc.-25° Elbow & 1-3 Pc.-35° Elbow
Const. Conc. Anchor Block Rt.
Const. Paved End Slope Lt.
Inst. 10 Pipe Anchors Rt.
Inst. 10 Pipe Vents Rt.
Const. Loose Riprap - Class 700 - 18 C.Y. Rt.
Filter Blanket - 3 C.Y. Rt.
Tr. Exc. 427 C.Y.
(For Details, See Sheet 2)

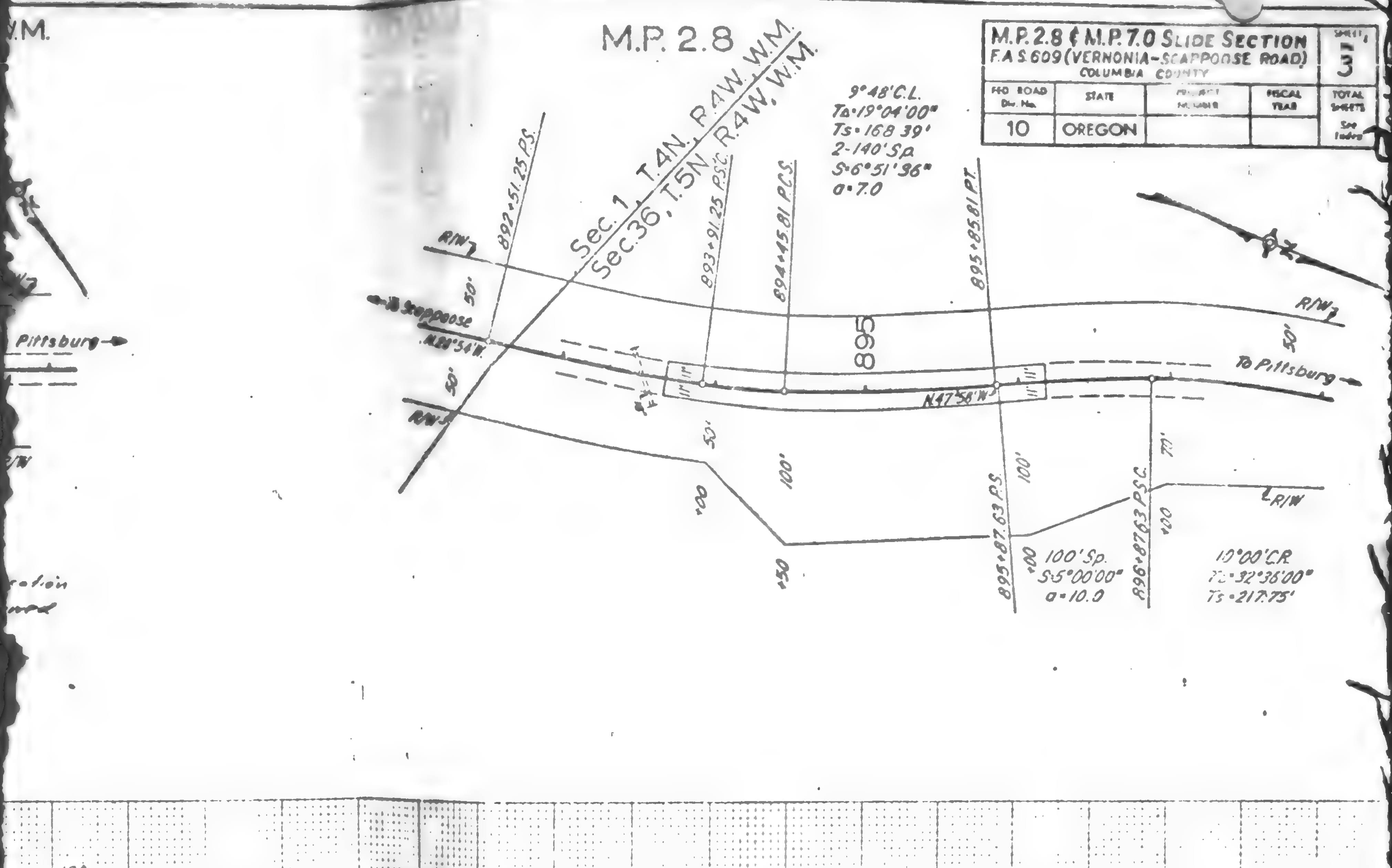
② Sta. 703+26
Inst. 8" Perf. Drain Pipe -550'
Special Filter Matl. - 74 C.Y.
Tr. Exc. 81 C.Y.

③ Sta 701+95 To Sta 704+95
Const. Guard Rail - 300' Lt. (Type 2)
- 300' Rt. (Type 2)
(3A) Inst. "B" End Piece - 4 (Total)

④ Const. Random Fill
Earthwork Included In Main Roadbed Distribution

**M.P. 2.8 & M.P. 7.0 SLIDE SECTION**
**F.A.S. 609 (VERNONIA-SCAPPOOSE ROAD)**
COLUMBIA COUNTY

| FED. ROAD Div. No. | STATE | PROJECT NUMBER | FISCAL YEAR | SHEET 3 / TOTAL SHEETS |
|---|---|---|---|---|
| 10 | OREGON | | | See Index |



September 3, 1974

Board of County Commissioners
Columbia County Courthouse
St. Helens, Oregon 97051

Attention: Roy A. Nelson
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 5078

Gentlemen:

Attached for your files is a fully executed Construction-Maintenance Agreement for restoration of the roadway at M.P. 1.27 on the Fern Hill Road, FAS 567.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Mead
COMMISSION SERVICES

ser

Att.

cc H. S. Cox (agree. att.)

Oregon Transportation Commission
Highway Division
State Highway Building
Salem, Oregon 97310

8-21-74

Attn: County & City Section

SUBJECT: Federal Aid Project No. ______________

Highway No. FAS 567

Project Name ER, January 1974 Storm Damage
Fern Hill Road, M.P. 1.27

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check two)

   ☑ There has been no displacement of persons from residences, farms, or businesses; or

   ☐ That all incidental charges related to the transfer of property have been paid by County pursuant to sub-section 507 of Section 30 of the Federal-aid Highway Act of 1968.

   ☐ In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at St. Helens, Oregon,

this 21st day of August, 1974.

Columbia County

Chairman

Commissioner

Commissioner

RECEIVED
COUNTY & CITY SECTION
AUG 23 1974
☑ ENGR. ☑ COOR. ☑ OE ☒ AE ■ UE
☑ UPE ☐ CE ☒ RE ☒ RPE ☐

7/31/73

7-31-74

TRANSACTION NUMBER 8-6

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

| | |
|---|---|
| STATE HIGHWAY DEPARTMENT<br>OREGON | DATE<br>7-31-74 |
| BY (Signature)<br>L. W. RULIEN'S JULY 23, 1974 LETTER | |
| TITLE<br>PROJECT MANAGEMENT ENGINEER | |

CLASS OF FEDERAL FUNDS ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS ER-1974

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 62 THRU ______

| ITEM NO. | PROJECT NOS. | LENGTH (Miles) | TOTAL ESTIMATED COST | FEDERAL FUNDS | OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION | WORK |
|---|---|---|---|---|---|---|
| 62 | ER-321(1) | 0.17* | 1,008,001 | 1,008,001 | COLUMBIA COUNTY FAS ROUTES<br>FAS 567 MP 1.27<br>FAS 609 MP 2.8 AND 7.0<br>STATE OF OREGON | PRELIMINARY ENGINEERING, TEMPORARY AND PERMANENT FLOOD REPAIRS. |
| | *COMBINED MILEAGE FOR ALL ROUTES. | | | | | |

REMARKS (Division)

I CONCUR THAT THE NEGATIVE DECLARATION FOR EMERGENCY RELIEF PROJECTS RECEIVED MARCH 26, 1974 AND CONCURRED IN BY FHWA - OREGON DIVISION APRIL 2, 1974 APPLIES TO THE SUBJECT PROJECT AS PROGRAMED.

ORIGINAL TO

Rulien
8-7-74

| RECOMMENDED | | APPROVED | |
|---|---|---|---|
| DATE | SIGNATURE AND TITLE | DATE | SIGNATURE AND TITLE |
| | | 7-31-74 | G. L. GREEN, DIVISION ENGINEER |

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be [illegible]trued as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

7-24-74

OREGON STATE

HIGHWAY DIVISION

TABULATION SHEET

SHEET ........... OF ........... SHEETS

FAS 567 M.P. 1.27 Slide Area ER Project

Fern Hill Rd.

Columbia County Prefix: 505-1411-01

Summary & Cost Estimate

| | Item | Unit | Estimate | Allowance | Total | Unit Price | Amount |
|---|---|---|---|---|---|---|---|
| | Mobilization 5% | All | All | — | All | Lump Sum | $ 3,800.00 |
| | Temporary Protection & | | | | | | |
| | Direction of Traffic | All | All | — | All | Lump Sum | 1,000.00 |
| | Temporary Signs | Sq. Ft. | 116 | 14 | 130 | 9.00 | 1,170.00 |
| | Flagman | Hrs. | 250 | 25 | 275 | 12.00 | 3,300.00 |
| | Roadwork | | | | | | |
| (0.5 Acre) | Clearing & Grubbing | All | All | — | All | Lump Sum | 2,000.00 |
| | General Excavation, unclass. | Cu. Yds. | 6371 | 629 | 7000 | 3.50 | 24,500.00 |
| | Select Pit Run Toe Emb. Material | Cu. Yds | 1520 | 150 | 1,670 | 6.50 | 10,855.00 |
| | Granular Emb. Material | Cu. Yds. | [illegible] | [illegible] | 5,5[illegible] | 4.00 | 22,2[illegible]0.00 |
| | Trench Excavation | Cu. Yds. | 78 | 7 | 85 | 10.00 | 850.00 |
| | 1"-0" Aggregate Base | Cu. Yds. | 205 | 20 | 225 | 7.50 | 1,687.50 |
| | Asphalt in Tack Coat (SS-1) | Ton | 0.8 | 0.2 | 1.0 | 150.00 | 150.00 |
| | Class "B" Asphaltic Conc. | Ton | 125 | 15 | 140 | 25.00 | 3,500.00 |
| | 8" Perf. Drain Pipe | Lin. Ft. | 525 | 50 | 575 | 5.75 | 3,306.25 |
| | Special backfill in Drains | Cu. Yds | 71 | 9 | 80 | 12.00 | 960.00 |
| | | Total Contract Bid Items | | | | | $ 79,358.75 |
| | | Engineering & Contingencies | | | | 20% | 15,941.25 |
| | | Total Contract Amount → | | | | | 95,300.00 |

# NARRATIVE REPORT

E. R. Project
M.P. 1.27 Slide
Fern Hill Co. Road (FAS 567)
Columbia County
Prefix: 505-1411-01

This is an E.R. Slide Correction Project. The project is at M.P. 1.27 which is just south of the city of Rainier on Fern Hill county road in Columbia County. The length of the overall project is approximately 250 feet. Presently the traffic is down to one way at slide area.

Work on this project will require the excavation of 6,370 Cu. Yds. of unstable material which will have to be wasted. Mrs. Rose Fidler owner of the property in the slide area has indicated to Columbia County that she will take all of the excavated material on her property. The haul would be less than one mile. It will require 1520 Cu. Yds. of selected pit run material which will be used as a toe at the lower end of excavated area and 5,000 Cu. Yds. of Granular material for the use of embankment. The material will come from the Goodat quarry which will be approximately 2 mile haul.

It is suggested that the existing roadway within the slide area limits should be overlayed, this would also tend to seal off surface water at the joint between existing roadway and the new construction.

There are utilities in the area ( Portland General Electric and Bell Telephone ) both of which are aerial. The poles themselves shouldn't be affected, but caution should be taken during construction in regards to telephone cable which extends over slide area along edge of roadway.

J.W. Cochell

James W. Cochell

cc: file

Resident Engineer

July 23, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
1974 Emergency Relief

We are submitting program data for Item 62, Project Number ER-321(1) for the Columbia County FAS Routes to include in the Federal-aid Emergency Relief Program occasioned by the January 1974 storms.

P.S. & E. documents will be submitted during the months of August and September with a P.S. & E. request for authorization for the contract work in September and October.

The title sheet plan will be submitted with the project agreement.

DAR:dc

Budget Bureau No. 41-R2067

U.S.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO B.O.

FORM PR-1 (REV. 4-61)

July 23, 1974

# FEDERAL-AID PROGRAM DATA

(PPM 21-1)

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER<br>1 | PROJECT LOCATION (45 typewriter spaces)<br>Co. Rds. Columbia Co. FAS Routes | ADT | PRESENT<br>* | FUTURE<br>* | YEAR<br>94 | REGION<br>10 | STATE NAME<br>Oregon |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces)<br>P.E., Temp. & Perm. Storm Repair | NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR.<br>74-1 | PL. AUTH YR | PROJECT NUMBER PREFIX LETTER(S)<br>ER- | NUMBER<br>321 |

| | | | |
|---|---|---|---|
| CARD 4 | CLASS OF FEDERAL FUNDS<br>Emergency Relief | COUNTY NAME<br>Columbia | COD |
| | NAME OF URBAN AREA | ROUTE NO. S | FEDERAL-AID 567 609 · STATE Co. Rds. · U.S. |

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | CLASS | WORK TYPE | WORK STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5 | | | | | **PE** | | Co. Rds. Columbia Co. FAS Routes | 0.17 | 13,500 | 13,500 | | |
| 5 | | | | | **ROW** | | (FAS 567 M.P. 1.27)<br>(FAS 609 M.P. 2.8 and M.P. 7.0) | | | | | |
| 5 | | | | | **CONST** (CODE)<br>Temp & Perm<br>Stage-2<br>6201 | | | 0.17 | 994,501 | 994,501 | | |
| CARD 1 | CODE | PREPARED BY | | | | | PROJECT TOTALS | **<br>0.17 | 1,008,001 | 1,008,001 | | |

PROGRAM APPROVAL DATES

* Shown on individual project data.
** Combined milage on all routes.

REMARKS

Restoration is necessary caused by unusually heavy rainfa resulting in excessive runoff du 1974 storms.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

July 23, 1974

# FEDERAL-AID PROGRAM DATA
(PPM 21-1)

| OJECT LOCATION (45 typewriter spaces) | | PRESENT | FUTURE | YEAR | REGION | STATE NAME | STATE CODE | APPN CODE | ITEM NO. |
|---|---|---|---|---|---|---|---|---|---|
| Co. Rds. Columbia Co. FAS Routes | ADT | * | * | 94 | 10 | Oregon | 41 | 098 | 62 |

| ED WORK (35 typewriter spaces) | NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER PREFIX LETTER(S) | NUMBER | SEQ. NO. | I. Projects Only POST MI. DESIG. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Perm. Storm Repair | | | | | | 74-1 | | ER- | 321 | (1) | |

OS: Emergency Relief

COUNTY NAME: Columbia CODE 009

ROUTE NO. FEDERAL-AID 567 609 STATE Co. Rds. U.S.

PROGRAM STAGE ☐ 1 OR ☒ 2

| WORK TYPE | STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|---|---|---|
| PE | | Co. Rds. Columbia Co. FAS Routes | 0.17 | 13,500 | 13,500 | | | P.E. (All Phases) Temp. & Perm. storm damage repair consisting of traffic protection, embankment construction, clearing, debris removal, drainage, quardrail, base rock, riprap, and A.C. paving. |
| ROW | | (FAS 567 M.P. 1.27)<br>(FAS 609 M.P. 2.8 and M.P. 7.0) | | | | | | |
| CONST (code) emp & Perm tage-2 201 | | | 0.17 | 994,501 | 994,501 | | | (Work by State Force and regular contract) |
| | | PROJECT TOTALS | **<br>0.17 | 1,008,001 | 1,008,001 | | | |

PROVAL DATES

* Shown on individual project data.
** Combined milage on all routes.

REMARKS

Restoration is necessary because of damage caused by unusually heavy rainfall and snow melt resulting in excessive runoff during the January 1974 storms.

Remarks Continued:

FAS 567, Fern Hill Road, ADT 1,050 Present 1680 Future, Type Code 6201

Existing Facility: Present facility consists of two 9 foot bituminous surfaced travel lanes with 3 foot gravel shoulders.

Project Data: Mile Point 1.27; Storms during January super-saturated the roadway fill causing 300 ft. of roadway to drop approximately 15 ft. at the low point removing one full lane from service of the existing roadway. Repair to the facility will consist of embankment replacement, drainage facilities to prevent future sliding, base rock, A.C. paving, guardrail and traffic protection. Work to be done by formal contract at an estimated cost $379,850.

FAS 609 Vernonia-Scappoose Highway

Existing Facility: M.P. 2.8, two 11 foot lanes with 4 foot shoulders; M.P. 7.0, two 10 foot lanes with 1 foot shoulders; travel lanes are bituminous surfaced with gravel shoulders.

M.P. 2.8 ADT 400 Present 640 Future, Type Code 6201

The over saturated fill at this point slipped out removing approximately 100 lineal feet of roadway. Equipment was brought in to make temporary repairs as soon as possible at cost of $1,771.

Permanent repairs will be by reqular State contract consisting of debris and mud removal clearing, embankment in place, base rock, A.C. paving, and traffic protection at an estimated cost of $58,440.

M.P. 7.0 ADT 370 Present 590 Future, Type Code 6201

The storm runoff at this location
to handle consequently the culver
out for a distance of 275 feet wi
feet. The road is still closed t
be by reqular contract using stan
consisting of embankment construc
grubbing, riprap, base rock, A.C.
lization with an estimated cost o

Requirements of PPM 90-1: A nega
relief projects, statewide, for t
of damages to highways and highwa
and approved by the FHWA on April

A-95 Review: The project is exem
and District 2 Clearinghouse revi
dated April 7, 1972 and October

System Action: Airports, Railroa
torical and Recreational Areas:

Public Hearings, Location and Des
under paragraph 3c of PPM 20-8.

Note: This project is in Congres

## COLUMBIA COUNTY FAS ROUTES
## PROJECT NO. ER-321(1)

ad, ADT 1,050 Present 1680 Future, Type

resent facility consists of two 9 foot
ravel lanes with 3 foot gravel shoulders.

oint 1.27; Storms during January super-
fill causing 300 ft. of roadway to drop
at the low point removing one full lane
isting roadway. Repair to the facility
kment replacement, drainage facilities to
g, base rock, A.C. paving, guardrail and
ork to be done by formal contract at an
50.

poose Highway

.P. 2.8, two 11 foot lanes with 4 foot
wo 10 foot lanes with 1 foot shoulders;
minous surfaced with gravel shoulders.

640 Future, Type Code 6201

l at this point slipped out removing ap-
feet of roadway. Equipment was brought
repairs as soon as possible at cost of

be by reqular State contract consisting
l clearing, embankment in place, base
d traffic protection at an estimated cost

ent 590 Future, Type Code 6201

The storm runoff at this location was to much for the culvert to handle consequently the culvert and roadway fill was washed out for a distance of 275 feet with an average depth of 50 feet. The road is still closed to traffic. Restoration will be by reqular contract using standard construction methods and consisting of embankment construction, drainage, clearing, and grubbing, riprap, base rock, A.C. paving, guardrail and mobilization with an estimated cost of $554,4[illegible].

Requirements of PPM 90-1: A negative declaration for emergency relief projects, statewide, for temporary and permanent repair of damages to highways and highway failure, was submitted to and approved by the FHWA on April 2, 1974.

A-95 Review: The project is exempt from State Clearinghouse and District 2 Clearinghouse reviews under working agreements dated April 7, 1972 and October 16, 1970, respectively.

System Action: Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Public Hearings, Location and Design approval: Not required under paragraph 3c of PPM 20-8.

Note: This project is in Congressional District No. 1.

**OREGON STATE**
**HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

April 23, 1974

AGENDA
APR 3 0 1974
4K

**TO:** Oregon Transportation Commission

ORIGINAL SIGNED BY
F. B. KLABOE

**FROM:** F. B. Klaboe, Administrator
and State Highway Engineer

**SUBJECT:** Emergency Relief Projects
January 1974 Storm Damage

Attached are tabulations and summaries describing six proposed county ER (Emergency Relief) projects--two in Clackamas County, three in Columbia County, and one in Wallowa County.

The two projects in Clackamas County are for repairing roadway embankments and shoulders and placing a riprap protection blanket at each location. One project is at the Pudding River Bridge on Arndt Road, FAS 117. The other is approximately at Mile Point 1.6 on Clackamas River Road, FAS 131. The total estimated cost of both these projects is $87,000 with no cost to the State.

The three projects in Columbia County are to repair slide damage and restore the roadways. One project is on Fern Hill Road, FAS 567, at M.P. 1.27. The other two projects are on the Vernonia-Scappoose Road, FAS 609, at M.P. 2.8 and M.P. 7.0. The total estimated cost of all three of these projects is $647,000 with no cost to the State.

The project requested by Wallowa County is to construct a bridge over Bear Creek on Flora Road, FAS 32-100, at M.P. 17.35. The estimated cost of this project is $45,000 with no cost to the State.

These counties have requested that the State do the field work and award the contract and supervise the construction on their behalf.

These projects will be on the agenda for the April 30. I recommend your approval.

Attachments

bc: ✓C. W. Head
George M. Baldwin
A. E. Johnson
E. S. Hunter
L. W. Rulien
V. E. Skoog
J. H. Versteeg
V. D. Wolfe
H. S. Cox
C. O. Fredrickson
Ed Hardt
W. E. Schwartz
Gary Sund
R. E. Whipps

HR:ljt kmb

FORM 81-734-3080

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
SALEM, OREGON
April 22, 1974

FILE:

~~FROM:~~ TO: Mr. E. S. Hunter
Assistant State Highway Engineer
BUILDING

~~TO:~~

SUBJECT: ER Projects
January, 1974 Storm Damage

OK ESH
4 additional to
jobs in the mill.

Harold Reynoldson

FROM: Harold Reynoldson
Rural Program Engineer
County & City Unit

Attached are fifteen copies of the tabulations and maps describing and locating six proposed ER (Emergency Relief) projects; two in Clackamas County, three in Columbia County, and one in Wallowa County.

Both projects in Clackamas County are to repair roadway embankments and shoulders and place riprap protection blanket on each location. One project is at the Pudding River Bridge on Arndt Road, FAS 117. The other is approximately at M.P. 1.6 on the Clackamas River Road, FAS 131.

The three projects in Columbia County are to repair slide damage and restore the roadways. One project is on the Fern Hill Road, FAS 567 at M.P. 1.27. The other two are on the Vernonia-Scappoose Road, FAS 609 at M.P. 2.8 and M.P. 7.0.

The project in Wallowa County is to replace a bridge over Bear Creek on Flora Road, FAS 32-100 at M.P. 17.35.

The counties have requested that the State Highway Division do the field work and award the contracts and supervise the construction in their behalf.

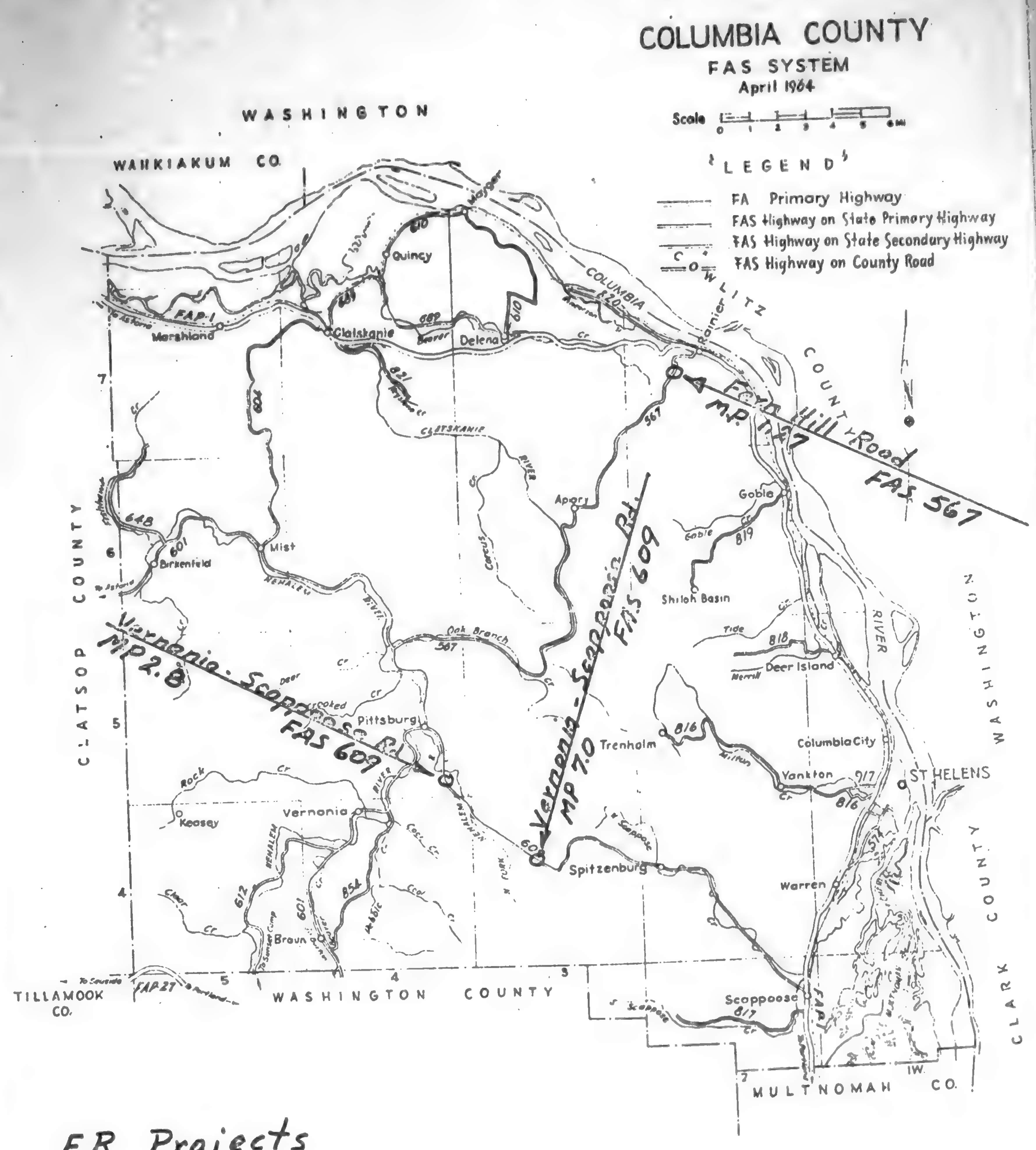
If satisfactory, would you please present these projects to the Transportation Commission for approval at their April 30, 1974 meeting. A suggested letter to the Commission is attached.

HR:ljt

Att.

cc: L. W. Rulien

RECEIVED
APR 22 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER



ER Projects

January 1974

COLUMBIA COUNTY
ER Projects
January, 1974 Storm Damage

FAS 609: Scappoose-Vernonia Road, M.P. 7.0. Slide correction, $335,000.

Heavy rains in January, 1974 washed out a fill approximately 275 feet long and 50 feet deep.

This project is to consist of installing a 48-inch drainage pipe and restore the fill and roadway. Roadway is to have two 10-foot AC travel lanes and 2-foot AC shoulders. Also place riprap at outlet of pipe.

State is to make survey and plans and award and supervise the contract.

FAS 609: Scappoose-Vernonia Road, M.P. 2.8. Slide correction, $51,000.

Heavy rains in January, 1974 saturated the roadway in this area and caused approximately 100/feet to slide out.

This project is to remove the mud and debris from the area and restore the roadway. Road will be closed during construction.

State to make survey and plans and award and supervise the contract.

FAS 567: Fern Hill Road, M.P. 1.27. Slide correction, $261,000.

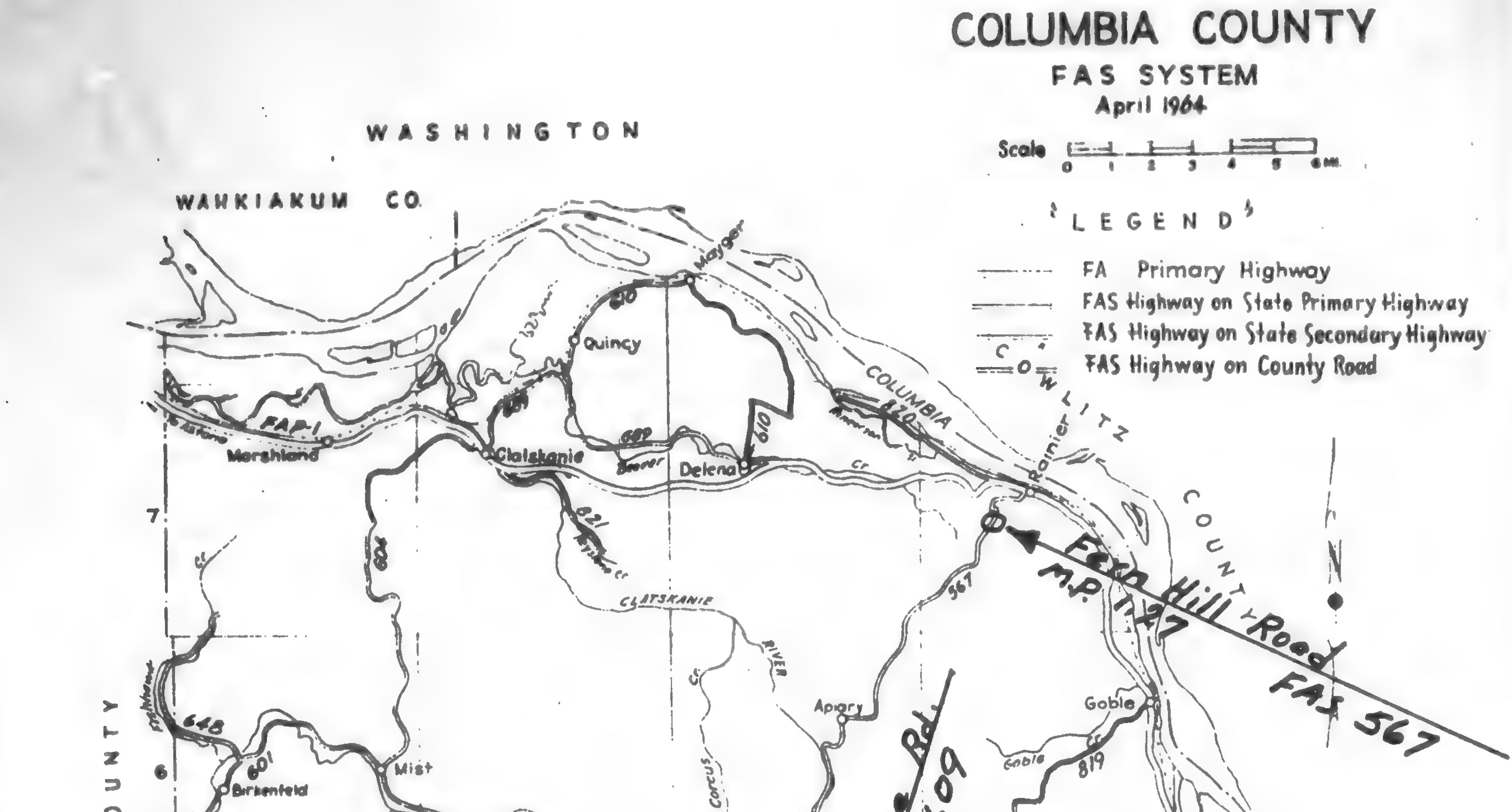
Heavy rain storms in January, 1974 saturated the fill in this area and caused it to slide and settle.

This project is to remove the mud and debris and restore the roadway. Detour is to be constructed and maintained by the contractor.

State to make survey and plans and award and supervise the contract.

[illegible]

74-b
ER Project
4/18/74



ER Projects

January 1974

Col. Co. ER-3

MP 1.27

## COUNTY ROAD ~~FAS~~ ER PROJECT REQUEST

Name of County Columbia FAS No. 567 Date February 15, 1974

County Road Name Fern Hill

Section Name Fern Hill

Type of Project Emergency Repair

Location of Project (Attach sketch map) S. W. Rainier

ADT - Design Speed 55

Is this request for county bridge design only? Yes ____ No X

county FAS bridge design? Yes ____ No X

Will County hire consultant for this project? Yes ____ No X

(If answer is Yes, then all aspects of PPM 40-6 must be observed.)

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type A.C. (AC, Pug Cold Mix, Penetration Mat) Total Travel Width 24

2. Shoulders: Type Gravel (AC, Pug Cold Mix, Oil Mat) Width Each Side 3 Total Top Width 30

3. Grading & Drainage:
   By County ____ County Date of Completion ____ By Contract X

4. Bottom Base Course:
   By County ____ County Date of Completion ____ By Contract X
   Has base design been given to County? Yes ____ No ____
   Will it be furnished? Yes ____ No ____

5. Leveling Course:
   By County ____ County Date of Completion ____ By Contract X

6. Binder Course:
   By County ____ County Date of Completion ____ By Contract X

7. Traveled Surface & Shoulders:
   By County ____ County Date of Completion ____ By Contract X

8. Clearing:
   By County ____ County Date of Completion ____ By Contract X

9. Curbs:
   Curbs Required? Yes ____ No X
   Type Desired (rolled, exposure, monolithic, special county standard, etc.) ____
   Width between curbs ____

RECEIVED
COUNTY & CITY SECTION
MAR 1 - 1974
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

10. Pedestrian Walkway & Bicycle Trails
Are walkways or trails desired? Yes__________ No___X_______
If answer is No, which of the following applies?
Contrary to public safety__________ Cost excessive to need or use__________
Sparse population____X_______ Area exempt from bike law______________
What is desired width of trail or walkway______________ft.
What type of surface treatment is desired______________________________
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes__________ No__________
What type of separation from roadway will be used?______________________________
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes__________ No__________
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes__________ No_____X_____

12. Will replacement be by: County__________ Contract__________
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes_____ No_____

14. Will County adjust structure to additional width? Yes_____ No_____

15. Will adjusted width be standard? Yes_____ No_____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes_____ No_____

17. Does County wish sight posts installed? Yes__X__ No_____

18. Does County wish State to permanently stripe project? Yes__X__ No_____

19. Will County do striping? Yes_____ No__X__

20. Does County wish guardrail installed? Yes__X__ No_____

By County________ Contractor____X____
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes__X__ No_____
By seeding and mulching — As recommended ( Yes_____ No_____
By rock blanket — by State ( Yes_____ No_____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes_____ No__X__

23. Can through traffic be detoured? Yes__X__ No_____

24. Must new detour be constructed? Yes__X__ No_____

25. Will detour be constructed and maintained by County? Yes____ No__X__

26. Will detour be constructed & maintained by Contractor? Yes__X__ No____

27. Will County sign project outside work area during construction?
Yes____ No__X__

28. Will Contractor sign project outside work area during construction?
Yes__X__ No____

29. Should contract provide for permanent signing? Yes____ No__X__

30. Should State do permanent signing? Yes____ No____

31. Will traffic signals be required? Yes____ No__X__
If yes, give location and type desired________________

32. Is project contingent upon other factors? Yes__X__ No____
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain APPROVAL OF FEDERAL FUNDS

Remarks re Section I:________________

## II. BRIDGE PROJECT DATA (NOT APPLICABLE)

1. Name of river or stream________________

2. Name of bridge________________

3. Dimensions of existing bridge. Length______ Roadway Width______

4. Type of design and material used in existing bridge.________________

5. Location (please attach map with location marked):________________
Section________ Township________________ Range________________ W.M.

6. Desired width of proposed bridge________________ Approx. length__________
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes______No______
Upstream__________Downstream___________Width__________

8. Does County wish a particular type of bridge design? Yes______No______
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.)__________________________________________
________________________________________________________________
(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes______No______
Explain________________________________________________________
________________________________________________________________
________________________________________________________________

10. Foundation Testing: By County? Yes______No______
By State? Yes______No______

11. Will County close road during construction? Yes______No______

12. Can presently established road be used as detour? Yes______No______

13. Must a new detour be constructed? Yes______ No______

14. Will detour be constructed & maintained by County? Yes______ No______

15. Will detour be constructed & maintained by Contractor? Yes______ No______

16. Will County sign project outside work area during construction?
Yes______No______

17. Will Contractor sign project outside work area during construction?
Yes______No______

18. Approaches or Connections by County Yes______ No______
by Contractor Yes______ No______
Traveled surface: Type______________ Width______________
Shoulder surface: Type______________ Width______________
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes______No______

N.W. quadrant distance from structure________________
N.E. quadrant distance from structure________________
S.W. quadrant distance from structure________________
S.E. quadrant distance from structure________________

20. **Guardrail:** Desired on approaches or connections: Yes_____ No_____
By County _______ Contractor_______
Right side only? Yes______ No______
Both sides? Yes_____ No_____
(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. **Existing Structure:** Remain in place? Yes_____ No_____
Use for detour? Yes_____ No_____
Removed by County? Yes_____ No_____
Removed by Contractor? Yes_____ No_____
Salvaged by Contractor for County? Yes_____ No_____
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be:

By County? Yes_____ No_____
By Contractor? Yes_____ No_____

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes________ No________ Size___________
Company________________________________________________
b. Sanitary sewer mains: Yes________ No________ Size___________
Company________________________________________________
c. Storm sewer: Yes________ No________ Size___________
Company________________________________________________
d. Gas mains: Yes________ No________ Size___________
Company________________________________________________
e. Power lines: Yes________ No________ Size___________
Company________________________________________________
f. Telephone lines: Yes________ No________ Size___________
Company________________________________________________
g. Other Utilities:_________________________________________
__________________________________________________________

24. Does County wish provisions made for future utility attachment to structure? Yes________ No________

25. Does County wish lightpost bases and conduit installed?
Yes________ No________

26. Does County wish complete job of illumination in project?
Yes________ No________

27. Is project contingent upon other factors? Yes_______ No_______
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

**If yes, explain:**

**Remarks re Section II:**

## III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes X No
   By Consultant? Yes No X
   By County? Yes No X
   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes No X

3. Construction plans and specifications to be prepared:
   By State? Yes X No
   By Consultant? Yes No X
   By County? Yes No X

4. Does County desire center line to be permanently monumented as part of project? Yes No X

5. Does County desire right-of-way to be permanently monumented as part of project? Yes X No
   (NOTE: Right-of-way monumenting will necessitate special programming.)

**Remarks re Section III:** (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

## IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum 60 Minimum ____
2. Is any additional right-of-way needed? Yes X No ____ Const.
3. Should State prepare options? Yes X No ____
4. Should State negotiate & acquire right-of-way in behalf of County? Yes X No ____
5. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes X No ____
6. Should material source site be included in right-of-way descriptions? Yes ____ No X
7. Is there any merchantable timber on right-of-way? Yes ____ No X
8. Will timber be reserved for owner? Yes ____ No ____
   If removed by County or individual, must be done prior advertisement for bids.
   If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.
9. Will timber become property of contractor? Yes X No ____
10. Is a hearing necessary? Yes ____ No X
    (NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)
11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes ____ No X
    If yes, give type and name of utility company: ____
12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes X No ____
    If yes, give type and name of utility company: Bell Telephone and Portland General Electric
13. Are utilities on existing right-of-way by permit ____ or by franchise X
    (NOTE: County must move all utilities on present right-of-way.)
14. Are there any irrigation facilities: Yes ____ No X
    If yes, give name of irrigation company or district ____
    and dates between which water can be turned off: From ____
    To ____
15. Are there any railroad crossings? Yes ____ No X
16. Name of Railroad ____

17. Number of tracks: Mainline______ Siding______ Total______

18. Sight Distance: ______________ (Left) ________________(Right)

19. Number of Trains: Passenger____________ Speed___________
Freight______________ Speed___________

20. Angle of Intersection:______________________________________________

21. Type of Existing Crossing: Grade ______
Overcrossing ______
Undercrossing ______

22. Existing Protection:
Advance warning signs______ Automatic flashing______ Stop signs______
Crossbucks ______ Automatic bell ______ Gates ______

23. Proposed Protection:________________________________________________
______________________________________________________________________
______________________________________________________________________

24. Are there to be stopping lanes for buses and trucks, etc.
Yes______ No______

25. Will railroad crossing be altered: Yes______ No______
If yes, specify:________________________________________________________

26. Traffic Control Signing:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____

28. Does County wish State to prepare P.U.C. hearing data? Yes_____ No______

29. Will P.U.C. application be made by State_______ or County______?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No_____
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV___________________________________________________
________________________________________________________________________
________________________________________________________________________

## V. MATERIAL SOURCES DATA (DEPENDS UPON SPECIFICATION FOR FILL)

1. Gravel ________ Quarry ________ Cinders ________

2. Owner: County ____ State ____ Private ____ Other ____

3. Location: ________ Section ____ Township ________ Range ______ W.M.

4. If County lease, what are royalty payments? ________

5. Materials furnished by County: Borrow ____ Select Topping ____
   Base Course ____ Level Course ____ Mineral Agregates ____
   Location ________
   Miscellaneous Items ________

Remarks re Section V No material furnished by County

## VI. FINANCIAL DATA

1. Estimated Cost: $ 261,120

2. Available FAS Funds $ ________

3. Does County wish advancement of future Federal funds? Yes X No ____
   Amount ________ If required to pay contractor - would rather it be handled by the state.

4. Date match money is available ________

5. Will there be any 100% County money? Yes ____ No ____

6. Maximum amount of 100% County money available: $ ________

7. Date County requests letting: As soon as possible

Remarks re Section VI The ground conditions are such that a geologist should look at the project as soon as possible.

UNUSUAL OR COMPLICATED CIRCUMSTANCES: ________

This application is the express desire of the County.

**This application is not complete without an attached exhibit showing location of project.**

By ________
County Judge or Comm. Chairman

By ________
County Commissioner

By ________
County Commissioner

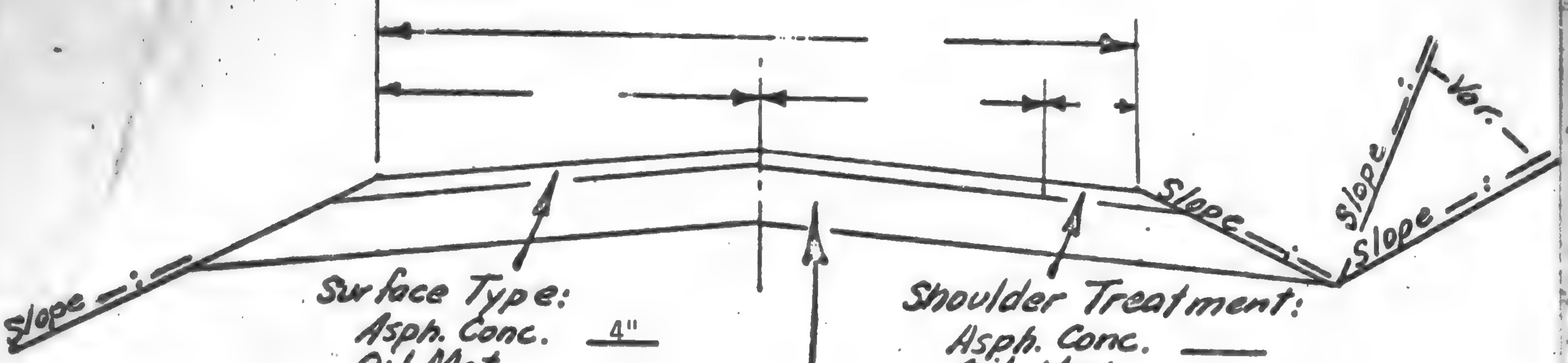
By ________
County Engineer or Roadmaster

County ________
Date ________

O.S.H.D. Field Engineer

Date 3-18-74

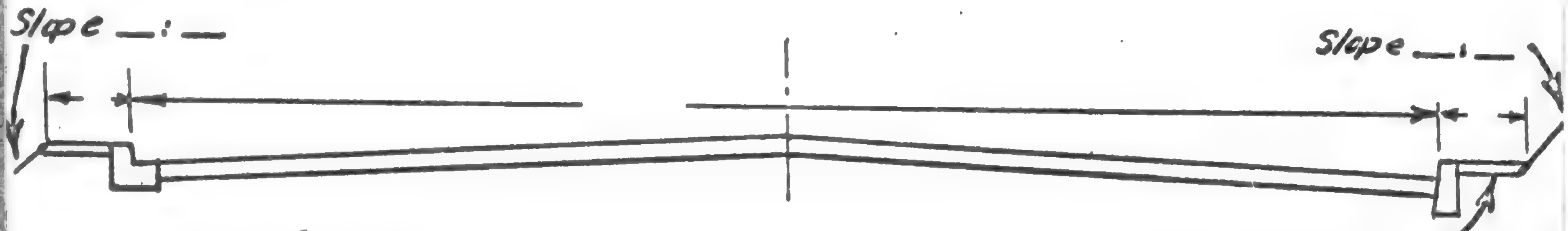
# TYPICAL SECTION



Surface Type:
Asph. Conc. 4"
Oil Mat ____
Other ________

Shoulder Treatment:
Asph. Conc. ____
Oil Mat ____
Other ______ Gravel 2'

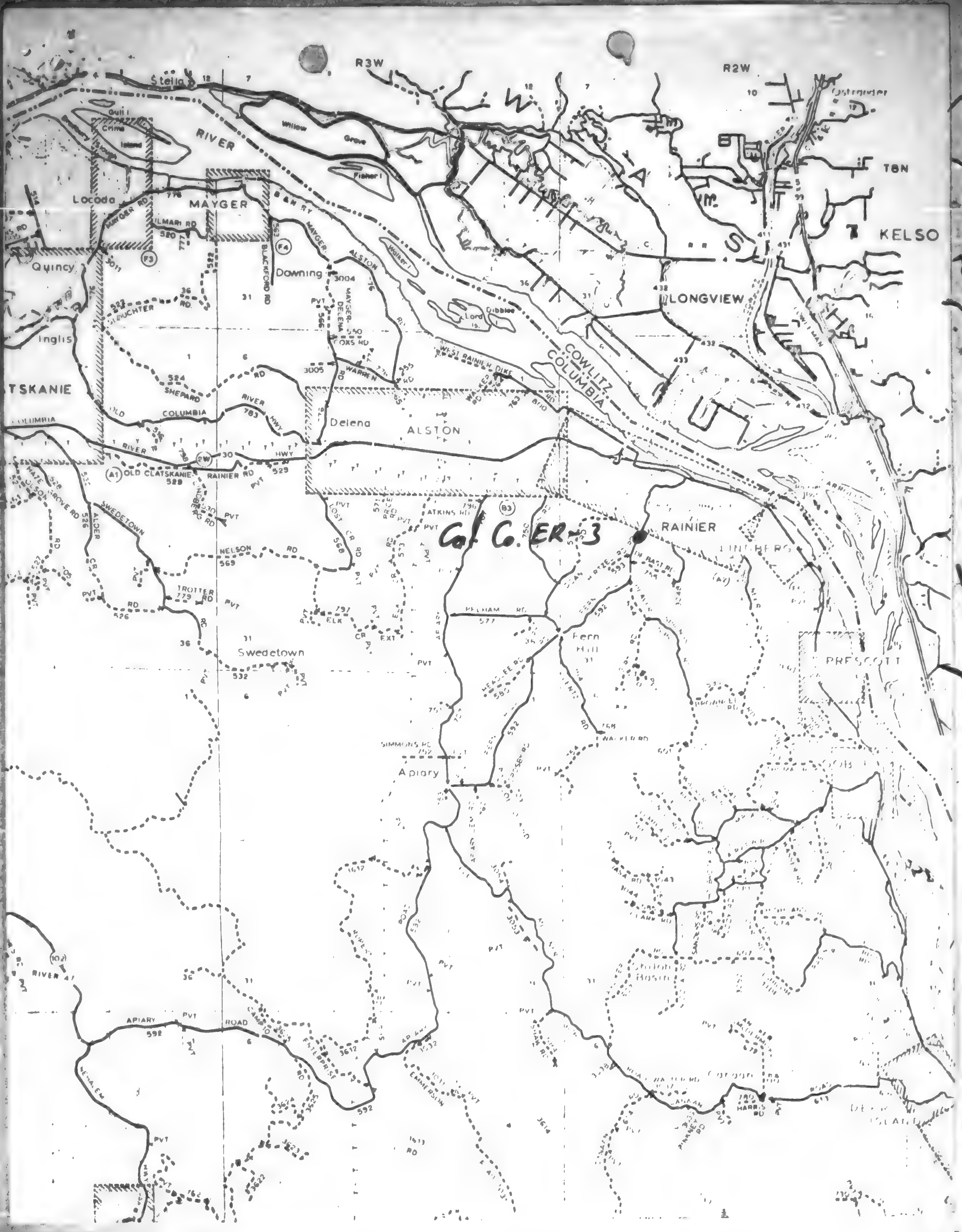
Type of Base:
Pit or Quarry Run ____
Crushed Stone 18"
Asph. Treated ____
Cement Treated ____



No. of Lanes ____
Lane Width ____
Shoulder Width ___ or Shy Dist. from Curb ___
Median Width ________
Total Width between Curbs ____

Foot paths:
Asph. Conc. ___
Gravel ___

Curbs
Type "C" ___
Curb & Gutter ___
Other ________



Col. Co. ER-3
R3W
R2W
T8N
Stella
Gull I.
Crims Island
RIVER
Willow Grove
Fisher I.
Locoda
MAYGER
Quincy
Downing
Inglis
CLATSKANIE
Walker I.
Lord Is.
Dibblee
LONGVIEW
KELSO
COWLITZ
COLUMBIA
WEST RAINIER DIKE
Delena
ALSTON
RAINIER
LINDBERG
PRESCOTT
Fern Hill
Swedetown
Apiary
Goble
MAYGER RD
ILMARI RD
BLACKFORD RD
LEUCHTER RD
SHEPARD RD
OLD COLUMBIA RIVER HWY
OLD CLATSKANIE RAINIER RD
MAYGER-DELENA
COXS RD
WARREN
ATKINS RD
SWEDETOWN
NELSON RD
TROTTER RD
PELHAM RD
SIMMONS RD
WALKER RD
APIARY PVT ROAD
ENTERPRISE
NEHALEM
HARRIS RD
PVT
30

## EMERGENCY RELIEF PROJECTS - DAMAGE ASSESSMENT REPORT

Fo

Date of Inspection 1-24-74 Disaster 1-4-74 Applicant Columbia County Page

Inspection Made By P. E. O'Neil, FHWA; J. W. Cochell, OSHD; K. C. Thompson & J. Minkoff, Columbia County

Type of Work: T - Temporary Emergency Work P - Permane

| Road Name | System | M.P. | Photo No. | Type Work | Description and/or Materials | Quantity | Unit | Unit Price | Cost | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|
| Fern Hill Rd. | Fas 567 | 1.27 | ER-3 | P | Excavation | 20,000 | yds | 5.00 | 100,000 | Saturated fill allowed 3 |
| | | | | | Embankment in Place | 20,000 | yds | 5.00 | 100,000 | of roadway to drop appro |
| | | | | | 12-inch Perf. Pipe | 1,000 | ft | 5.00 | 5,000 | 15 ft. at the low point |
| | | | | | Drain Sand | 500 | CY | 15.00 | 7,500 | one full lane from servi |
| | | | | | Base Rock | 200 | CY | 7.50 | 1,500 | the existing facility. |
| | | | | | AC | 100 | tons | 20.00 | 2,000 | |
| | | | | | Guardrail | 400 | ft | 4.00 | 1,800 | Recommended correction - |
| | | | | | | | | | 217,600 | mud and reconstruct enti |
| | | | | | 20% Engineering & Contingencies | | | | 43,520 | section. |
| | | | | | | | | | $261,120 | Contract Work |
| 1-24-74 | | | | | | | | | | |

EMERGENCY RELIEF PROJECTS - DAMAGE ASSESSMENT REPORT

Form FHWA-6

on 1-24-74  Disaster 1-4-74  Applicant Columbia County  Page ____ of ____

by P. E. O'Neil, FHWA; J. W. Cochell, OSHD;
K. C. Thompson & J. Minkoff, Columbia County

Type of Work: T - Temporary Emergency Work P - Permanent Repair

| System | M.P. | Photo No. | Type Work | Description and/or Materials | Quantity | Unit | Unit Price | Cost | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| os 567 | 1.27 | ER-3 | P | Excavation | 20,000 | yds | 5.00 | 100,000 | Saturated fill allowed 300 ft. of roadway to drop approximately 15 ft. at the low point removing one full lane from service of the existing facility.<br>Recommended correction - Remove mud and reconstruct entire section.<br>Contract Work |
|  |  |  |  | Embankment in Place | 20,000 | yds | 5.00 | 100,000 |  |
|  |  |  |  | 12-inch Perf. Pipe | 1,000 | ft | 5.00 | 5,000 |  |
|  |  |  |  | Drain Sand | 500 | CY | 15.00 | 7,500 |  |
|  |  |  |  | Base Rock | 200 | CY | 7.50 | 1,500 |  |
|  |  |  |  | AC | 100 | tons | 20.00 | 2,000 |  |
|  |  |  |  | Guardrail | 400 | ft | 4.00 | 1,600 |  |
|  |  |  |  |  |  |  |  | 217,600 |  |
|  |  |  |  | 20% Engineering & Contingencies |  |  |  | 43,520 |  |
|  |  |  |  |  |  |  |  | $261,120 |  |

8088 Rogue River Bridge in 1974
Gold Beach.
(Emergency repair to Pier 2)

#8088

L.

**STATE OF OREGON** **INTEROFFICE MEMO**

TO: TONY GEORGE
Environmental Section

DATE: April 22, 1981

ORIGINAL SIGNED BY
EDWARD L. HARDT

FROM: EDWARD L. HARDT
Region Engineer

SUBJECT: I-205 FREEWAY
SE YAMHILL ST.-SE POWELL BLVD.
NOISE MITIGATION REVIEW

NOTED
E. S. HUNTER

As requested, I have reviewed the supplemental Noise Barrier Analysis covering the two noise complaints that we have received in the area between Division St. and Powell Blvd. I agree with the recommendations of these two reports and would suggest that if the hedge is selected for the mitigation for the Van Dienst property, that we consider adding that work by change order to one of the existing I-205 contracts in order that we get as much growth as possible before the freeway is opened to traffic in this area.

ELH/cp
cc E. S. Hunter
Hal Versteeg
R. N. Bothman
Gary Potter

RECEIVED
TECHNICAL SERVICES
APR 23'81
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

#8088

L.

May 7, 1981

ENV 7-1

Mr. Dale Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

Dear Mr. Wilken:

Noise Mitigation
S.E. Yamhill St.-Powell Blvd.
East Portland Freeway (I-205)
Multnomah County

Attached are two noise reports we have prepared as a result of complaints received from adjacent property owners along the unfinished section of I-205.

We propose that the recommended mitigation be contracted as part of the completion of I-205. Please let us know if you concur, so we may proceed with programming of PS&E as soon as possible.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

Attachments

bc H. S. Coulter
D. H. Moehring
J. H. Versteeg (enc.)
R. N. Bothman "
Gary Potter

AJG:lb ja

# SUPPLEMENTAL NOISE BARRIER ANALYSIS

John Van Dienst Noise Complaint (R/W File No. 49353)
Contract No. 8088
S.E. Yamhill St.-S.E. Powell Boulevard
East Portland Freeway (I-205)
Multnomah County

Prepared by:

Oregon Department of Transportation
Tim Thex, Sr. Environmental Engineer
Environmental Section
Technical Services Branch
April 1981

Supplemental Noise Barrier Analysis
John Van Dienst Noise Complaint(R/W File No. 49353)
Contract No. 8088
S.E. Yamhill St.-S.E. Powell Blvd.
East Portland Freeway(I-205)
Multnomah County
Figure 1
Project Area

PRELIMINARY COPY
NOV 3 1980
SUBJECT TO CHANGE
FINAL DESIGN UNIT

| Fed. Road Div. No. | State | Project Number | Fiscal Year | Total Sheets |
|---|---|---|---|---|
| 10 | OREGON | | | See Index |

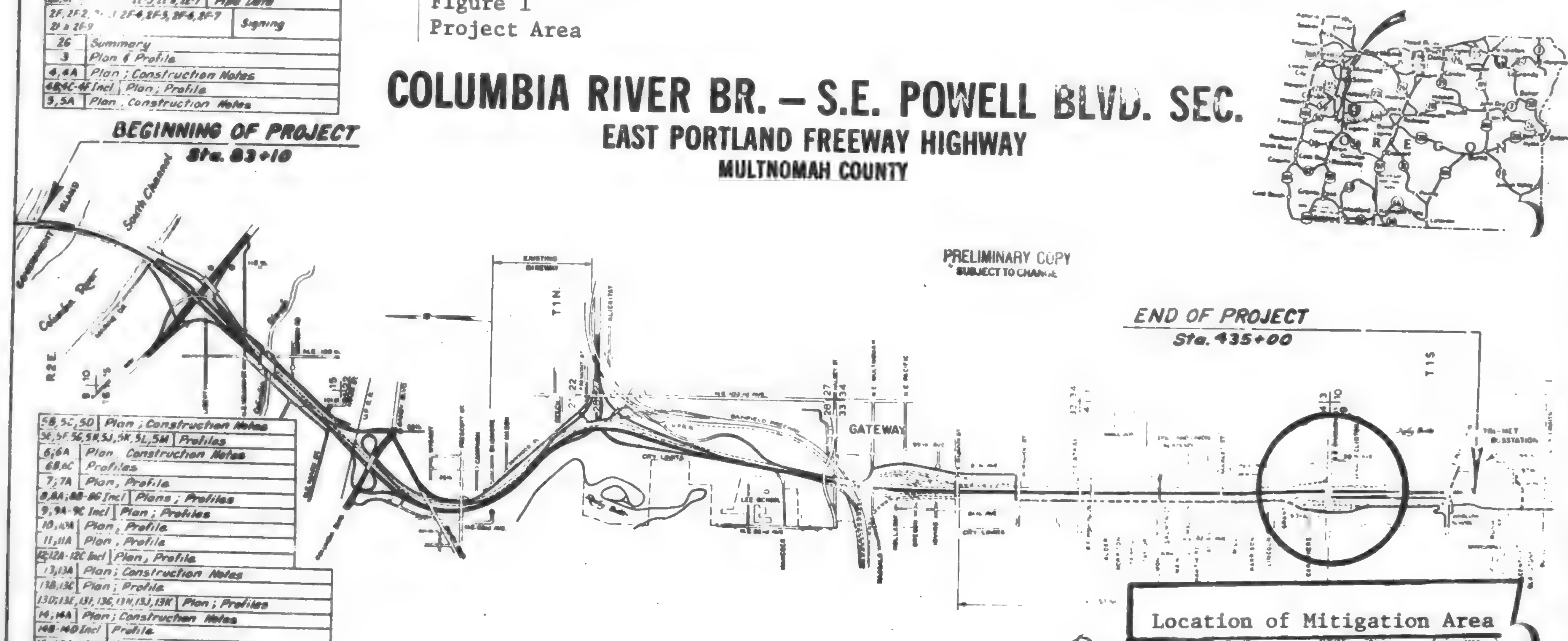
COLUMBIA RIVER BR.-S.E. POWELL BLVD. SEC.
EAST PORTLAND FREEWAY HIGHWAY
MULTNOMAH COUNTY

FAI

# COLUMBIA RIVER BR. – S.E. POWELL BLVD. SEC.
## EAST PORTLAND FREEWAY HIGHWAY
### MULTNOMAH COUNTY

INDEX OF SHEETS

| SHEET NO. | DESCRIPTION |
|---|---|
| 1 | Title Sheet |
| 2, 2A, [illegible] | Typical Sections |
| 2B, 2[illegible], 2C, 2C-2, 2C-3 | Details |
| 20, 20-2<br>20-3, 20-4 | Stage Construction, Temporary Protection And Direction Of Traffic |
| 2E, 2E-[illegible], 2E-5, 2E-6, 2E-7 | Pipe Data |
| 2F, 2F-2, 2F-3, 2F-4, 2F-5, 2F-6, 2F-7<br>2F-8 & 2F-9 | Signing |
| 26 | Summary |
| 3 | Plan & Profile |
| 4, 4A | Plan; Construction Notes |
| 4B, 4C-4F Incl | Plan; Profile |
| 5, 5A | Plan, Construction Notes |
| 5B, 5C, 5D | Plan; Construction Notes |
| 5E, 5F, 5G, 5H, 5J, 5K, 5L, 5M | Profiles |
| 6; 6A | Plan; Construction Notes |
| 6B, 6C | Profiles |
| 7; 7A | Plan, Profile |
| 8, 8A; 8B-8G Incl | Plans; Profiles |
| 9; 9A-9C Incl | Plan; Profiles |
| 10, 10A | Plan; Profile |
| 11, 11A | Plan, Profile |
| 12; 12A-12C Incl | Plan, Profile |
| 13, 13A | Plan; Construction Notes |
| 13B, 13C | Plan; Profile |
| 13D; 13E, 13F, 13G, 13H, 13J, 13K | Plan; Profiles |
| 14; 14A | Plan; Construction Notes |
| 14B-14D Incl | Profile |
| 15; 15A, 15B | Plan; Profiles |
| 16; 16A | Plan; Profile |
| 17; 17A, 17B | Plan; Construction Notes; Profile |
| 18; 18A | Plan; Profile |
| 19, 19A | Plan, Profile |
| 20, 20A | Plan, Profile |
| 21, 21A | Plan; Profile |
| 22; 22A | Plan; Profile |
| 23, 23A | Plan, Profile |
| 24, 24A | Plan, Profile |
| 25, 25A | Plan, Construction Notes |
| 25B, 25C | Profiles |
| 26, 26A | Plan, Profile |
| 27; 27A, 27B | Plan; Profile |
| 28, 29 | Plans |



Location of Mitigation Area

Portland
Sketch Map

H S Coulter

E S Hunter    ASSISTANT STATE HIGHWAY ENGINEER

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED

# S.E. Yamhill St.-S.E. Powell Boulevard
# East Portland Freeway (I-205)
# Multnomah County

## INTRODUCTION

The following investigation and report are in response to a noise complaint made by Mr. John Van Dienst of 2826 S.E. 92nd Avenue. The Van Dienst property is located on the west side of the I-205 freeway between S.E. Division and S.E. Powell Streets.

The Van Dienst property originally belonged to Mr. Ronald Humphrey. The State purchased the east 160 feet of the Humphrey Lot in September 1977 (See R/W file 49353). Mr. John Van Dienst purchased the Humphrey house and remaining Humphrey property in March 1978 when the house was still within the area of the I-205 R/W taking. In May 1978 Mr. Van Dienst moved the house to its present location approximately 25 feet west of the I-205 R/W line.

Mr. Van Dienst first complained about anticipated noise from I-205 in December 1979 and has made subsequent complaints since, requesting noise mitigation at his home.

## PREDICTED NOISE LEVELS

Year 1996 noise levels are predicted to reach Leq 67 dBA at the Van Dienst residence. This noise level was computed by adding the individual noise levels generated by the I-205 freeway and accompanying ramps in the area.

The predicted noise level of Leq 67 dBA equals the federal design noise level for this area, which is Leq 67 dBA. FHPM 7-3-3 specifies that mitigation must be investigated, and, if feasible and practical, implemented, when noise levels at any property are predicted to approach or exceed the federal design noise level for that particular land use.

## NOISE MITIGATION

As specified by FHPM 7-7-3, all applicable forms of noise mitigation, including the following, were investigated:

(1) Traffic management measures - All traffic management measures, such as truck restrictions and speed limits were regarded as unfeasible because traffic flow and interstate commerce would be impeded.

(2) Change in Horizontal or Vertical Alignment - The existing corridor was found to be the most desirable route for the freeway, and the major portion of the roadway has already been constructed, thus preventing any further design changes.

(3) Acquisition of Impacted Property - Federal regulation only allows purchase of property for purposes of developing noise buffer strips. Since all other receptors in the area are protected by noise barriers, a buffer strip would be impractical.

(4) Construction of Noise Barriers - Construction of a noise barrier was investigated and found to be feasible. Two alternative barriers were studied. Both a concrete wall and a berm-wall combination could be constructed within the existing right-of-way. A concrete wall 6 to 16 feet in height and 370 feet in length would mitigate noise levels at the Van Dienst property to Leq 60 dBA, a reduction of 7 dBA. The concrete wall would tie into an exising retaining wall at Station "BL" 413+30 Rt., and would cost $75,000 to construct. A berm-wall combination would also mitigate noise levels at the Van Dienst property to Leq 60 dBA, a reduction of 7 dBA. The berm-wall combination would consist of an earth berm 3 to 9 feet in height with a concrete wall 3 to 12 feet in height on top. The cost of the berm-wall combination would be $60,000.

Neither the concrete wall nor the berm-wall combination would be aesthetically pleasing. In order to be effective, the wall would have to be

6 to 7 feet higher than the existing retaining wall at Station "BL" 413+30 Rt. A smooth transition between the barrier and the retaining wall would not be possible. The wall would not blend well with the topography in this section as the walls in other areas of the project do. Also, neither the concrete wall nor the berm-rail combination would be practical mitigation measures for just one residence. The cost per dwelling unit for the wall and the berm-wall combination would be $75,000 and $60,000 respectively. The cost per dBA per dwelling unit for the wall and the berm-wall combination would be $10,700 and $8,600 respectively. These costs are judged to outweigh the benefit that would be derived from mitigation. For these reasons neither noise barrier is recommended at this residence for noise mitigation.

## CONCLUSION

All means of noise mitigation, including noise barriers, were investigated for the Van Dienst property but none were found to be both feasible and practical. Mr. Van Dienst had also mentioned the visual impact of I-205 as well as the noise impact in past correspondence with the Highway Division. Mr. Van Dienst had asked about the possibility of heavy tree or shrub planting along his property line to lessen the visual impact of I-205.

The possibility of planting a thick hedge along Mr. Van Dienst's property line in lieu of a noise barrier was investigated by the landscape division. The estimated cost of a hedge similar to others planned along the I-205 freeway would be $5000. The hedge could be designed in a manner that would not increase the cost of maintenance over the normal landscape maintenance costs in this area.

Either Frazier Photinia, Laurelcherry, Pacific Waxmyrtle or a combination of those three plants could be used to provide an effective screen. Each of these plants are fast growing evergreens that grow to 10 or

12 feet in height. An example of Frazier Photinia and Portugese Laurelcherry planted as a screen can be seen on the N.E. right-of-way line at the Sunnyside - I-205 interchange (see Figure 2). With these plants, an effective screen could be anticipated within four to five years from the time of planting.

This type of hedge is recommended for inclusion into the landscaping plans and specifications for this section. Figure 3 shows the location for the hedge. The hedge, as well as lessening the visual impact of I-205 from the Van Dienst property, would also preserve the continuity of landscaping along this section of I-205. Mr. Van Dienst will be contacted by the Region Office and shown the completed hedge at the Sunnyside - I-205 interchange, which is similar to the hedge planned for his property.

An exception to the achievement of federal design noise levels at the Van Dienst property is requested. Justification is contained in this report.

INDEX OF SHEETS

| SHEET NO. | DESCRIPTION |
|---|---|
| 1 | Title Sheet |
| 2 | Summary & Plant List |
| 2A | Temporary Protection & Direction of Traffic |
| -6 Incl. | Planting Plans |
|  |  |

No's
S-4, S-6, S-7, S-12 - Temporary Protection & Direction of Tra

Supplemental Noise Barrier Analysis
John Van Dienst Noise Complaint(R/W File No. 49353)
Contract No. 8088
S.E. Yamhill St.-S.E. Powell Blvd.
East Portland Freeway(I-205)
Multnomah County
Figure 2
Location of Existing Hedge Screen

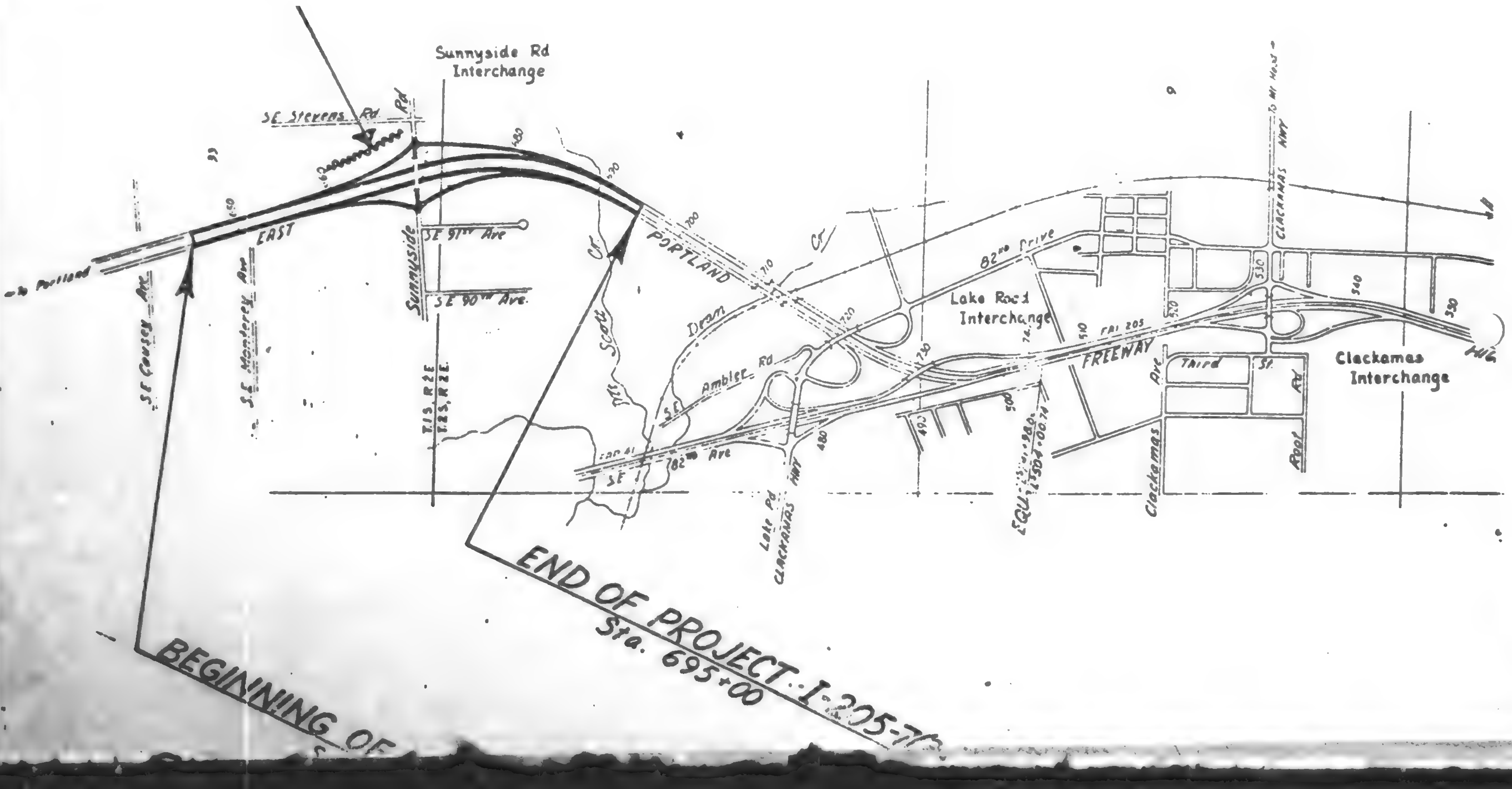
OF OREGON
HWAY DIVISIO

PROPOSED PROJECT
DE IMPROVEMENT

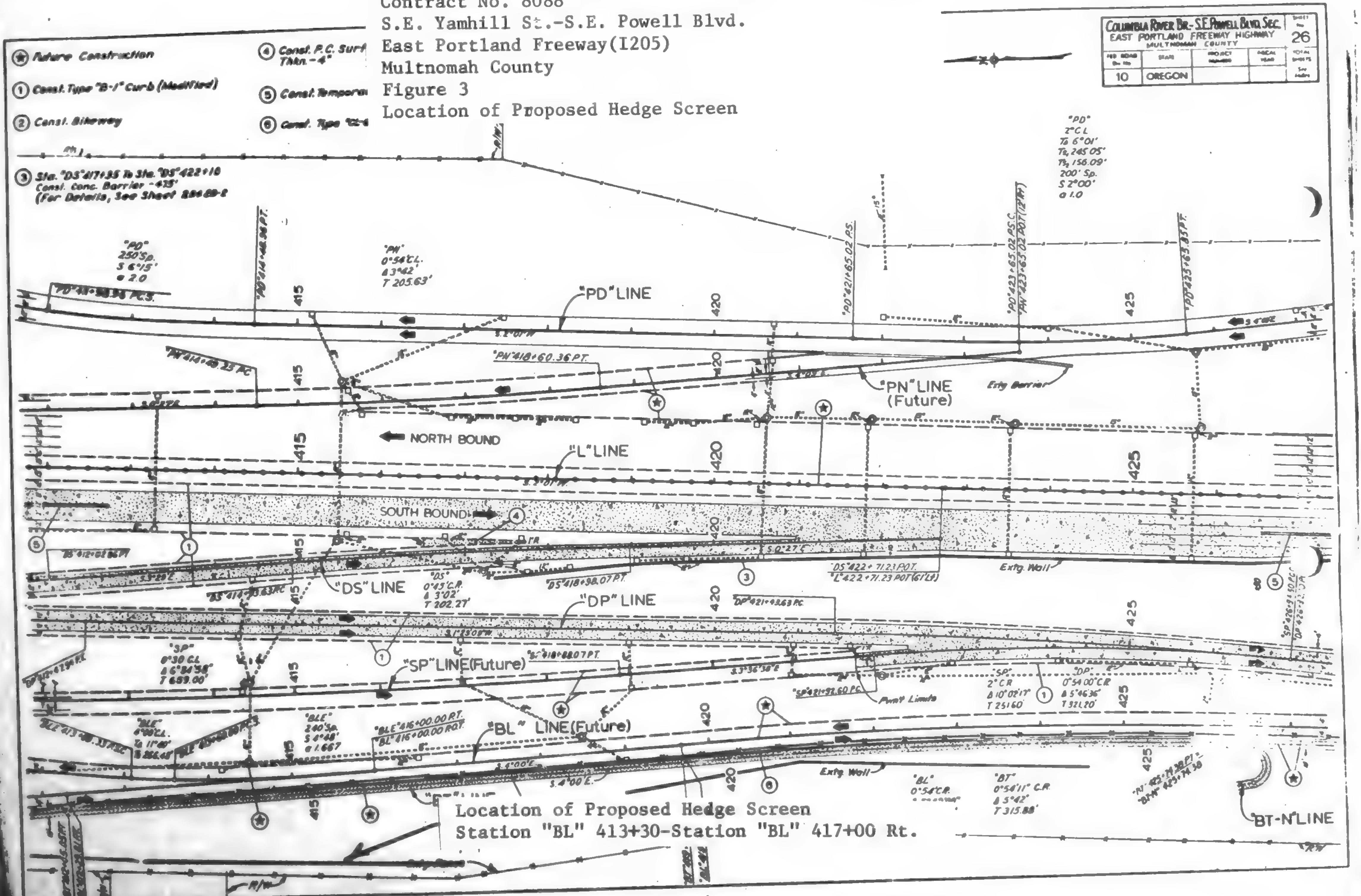
# S.E. CAUSEY AVE.~MT. SCOTT

EAST PORTLAND FREEWAY HIGH
CLACKAMAS COUNTY
JANUARY, 1975

Typical Hedge Screen Planting
N.E. Corner of Sunnyside Interchange along R/W fence
Frazier Photinia and Portuguese Laurelcherry



Supplemental Noise Barrier Analysis
John Van Dienst Noise Complaint(R/W File No. 49353)
Contract No. 8088
S.E. Yamhill St.-S.E. Powell Blvd.
East Portland Freeway(I205)
Multnomah County
Figure 3
Location of Proposed Hedge Screen



Location of Proposed Hedge Screen
Station "BL" 413+30-Station "BL" 417+00 Rt.

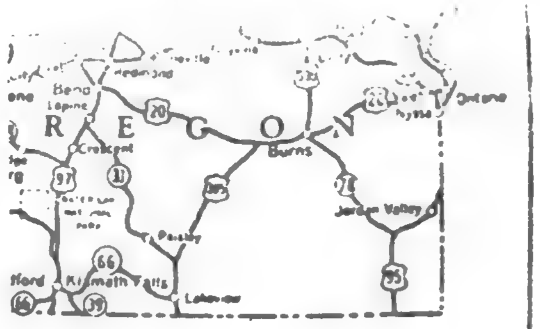
# SUPPLEMENTAL NOISE BARRIER ANALYSIS
9260 S.E. Clinton St. (R/W Lot No. 38)
Contract No. 8088
S.E. Yamhill St.-S.E. Powell Blvd.
East Portland Freeway
Multnomah County

Prepared by:

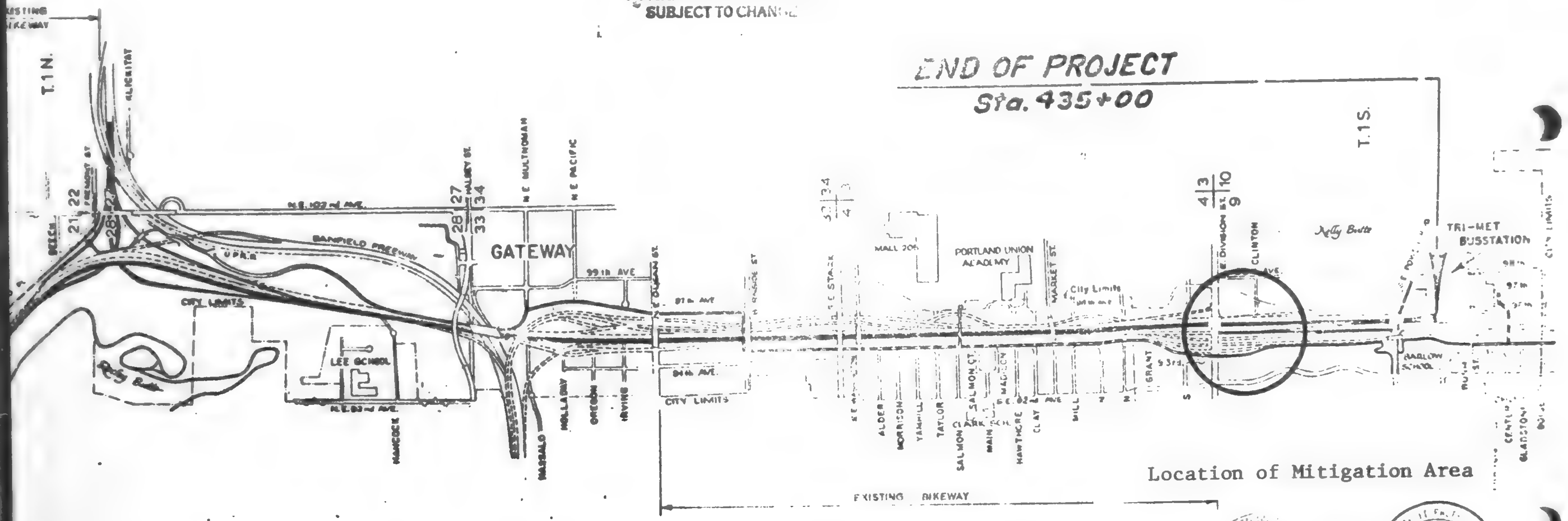
Oregon Department of Transportation
Tim Thex, Senior Environmental Engineer
Environmental Section
Technical Services Branch

February 1981

## FIGURE 1
## LOCATION OF MITIGATION AREA
## SUPPLEMENTAL NOISE BARRIER ANALYSIS
## 9260 S.E. CLINTON(R/W LOT NO. 38)
## EAST PORTLAND FREEWAY (I-205)



PRELIMINARY COPY
SUBJECT TO CHANGE



Portland

Sketch Map

Scale 0 800 1600 2400 Feet

REGISTERED PROFESSIONAL ENGINEER 4476 OREGON OCT 30 1980 H. S. COULTER

REGISTERED PROFESSIONAL ENGINEER 4652 OREGON MAY 13 1980 E. S. HUNTER

| | |
|---|---|
| H.S. Coulter | STATE HIGHWAY ENGINEER |
| E.S. Hunter | ASSISTANT STATE HIGHWAY ENGINEER |

OREGON TRANSPORTATION COMMISSION

| | |
|---|---|
| Anthony Yturri | CHAIRMAN |
| Tom Walsh | VICE CHAIRMAN |
| Gordon Coleman | COMMISSIONER |
| Peter J. Brix | COMMISSIONER |
| Michael P. Hollern | COMMISSIONER |
| Fred B. Klaboe | DIRECTOR OF TRANSPORTATION |

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED:
FIELD OPERATIONS ENGINEER DATE

S.E. Yamhill St.-S.E. Powell Blvd.
East Portland Freeway
Multnomah County

## INTRODUCTION

The following report documents the analysis and mitigation investigation for property located at 9260 S.E. Clinton Street, or Lot #38 as described on the right-of-way detail map of the area. The property investigated is located between S.E. Division and Powell Streets, immediately south of S.E. Clinton Street on the west side of I-205 (see Figure 2). This property, which was originally to be taken for right-of-way, is currently unprotected from the anticipated highway related noise generated by the I-205 freeway. Noise mitigation measures to mitigate noise levels at this property were not investigated due to an oversight during the design phase. The property owner has complained that mitigation was not provided.

## PREDICTED NOISE LEVELS

Year 1996 noise levels are predicted to be Leq 67 dBA at the residence described above. This noise level was computed by adding the individual noise levels resulting from projected traffic on the I-205 roadway and the accompanying ramps in the area. The predicted noise level will be reduced somewhat by a retaining wall just south of the residence which obscures the view of the freeway and the ramps, thereby reducing the noise impact. An earth berm is located north of the property but has little effect on predicted noise levels.

The predicted noise level of Leq 67 dBA equals the federal design noise level applicable to this area (Leq 67 dBA). FHPM 7-7-3 specifies that mitigation must be investigated, and, if feasible and practical, implemented, if noise levels at any property are predicted to approach or exceed the federal design noise level for that particular land use.

## NOISE MITIGATION

As specified by FHPM 7-7-3, all applicable forms of noise mitigation, including the following, were investigated:

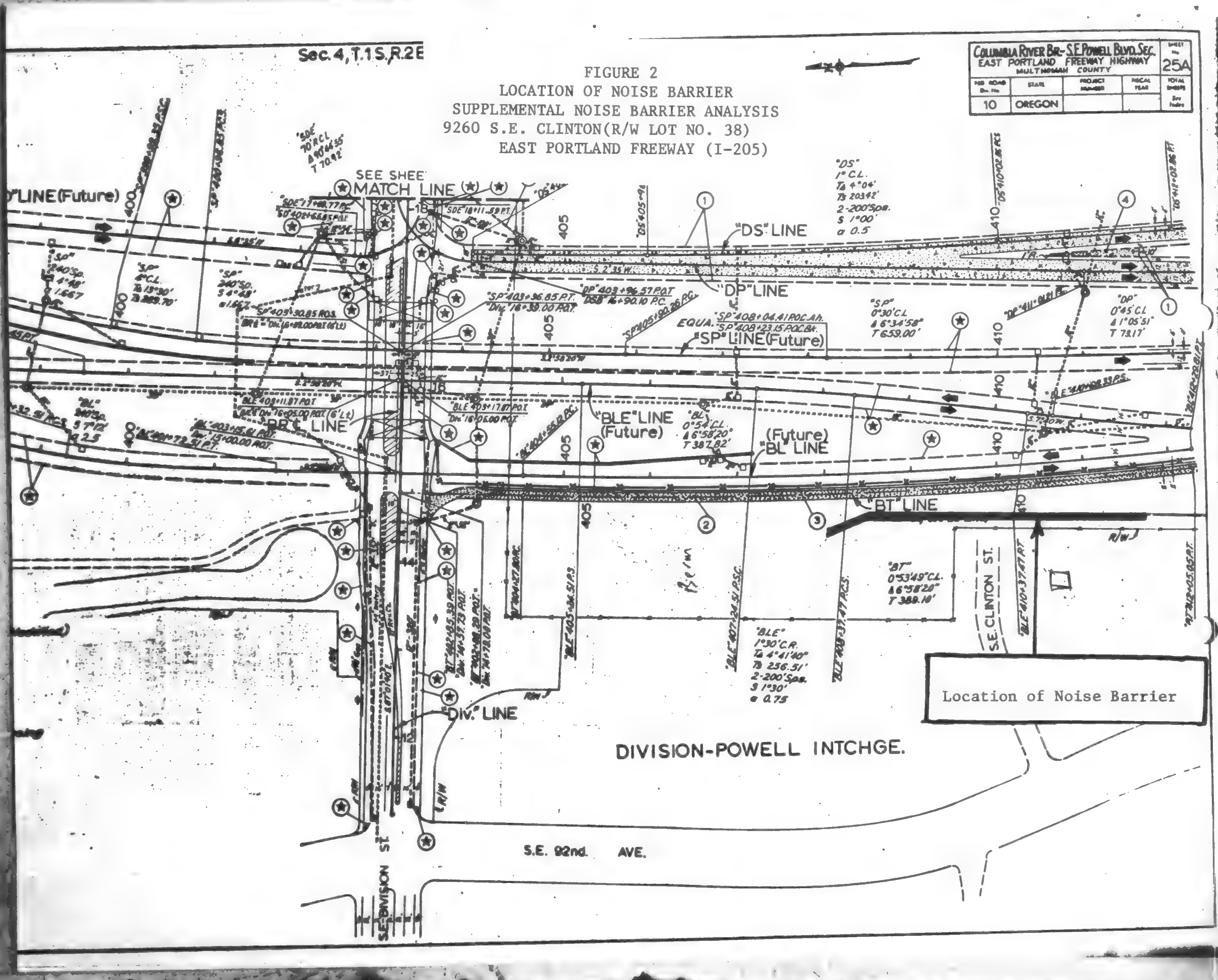
1. Traffic management measures - All traffic management measures, such as truck restrictions and speed limits were regarded as unfeasible because traffic flow and interstate commerce would be impeded.

2. Change in Horizontal or Vertical Alignment - The existing corridor was found to be most desirable route for the freeway, and the major portion of the roadway has already been constructed, thus preventing further design changes.

3. Acquisition of Impacted Property - Federal regulation only allows the purchase of property for purposes of developing noise buffer strips. Since all the other receptors in the area are protected by noise barriers, a buffer strip would be ineffective.

4. Construction of Noise Barriers - Construction of a noise barrier was found to be feasible for this area. A concrete wall, 275 feet in length and approximately 10 feet in height would mitigate predicted noise levels at 9260 S.E. Clinton to an acceptable level of Leq 61 dBA, a reduction of 6 dBA. Noise levels at a second house in this area (9247 S.E. Clinton) would be reduced 3 dBA, from Leq 64 dBA to Leq 61 dBA. The estimated cost of the barrier would be $50,000, with a cost per dwelling unit of $25,000 and a cost per dBA per dwelling unit of $5,500. The noise barrier would extend from Station "BL" 409+00 (80 feet right) to Station "BL" 411+85 (70 feet right). The barrier would tie into the existing noise berm to the north and the concrete retaining wall to the south.

FIGURE 2
LOCATION OF NOISE BARRIER
SUPPLEMENTAL NOISE BARRIER ANALYSIS
9260 S.E. CLINTON(R/W LOT NO. 38)
EAST PORTLAND FREEWAY (I-205)



## CONCLUSION

A noise barrier is recommended for construction between Station "BL" 409+00 (80 feet right) and "BL" 411+85 (70 feet right). The location of the proposed barrier is shown in Figure 2. The proposed barrier would be designed to match the texture and details of the existing retaining wall located between Stations "BL" 411+85 and "BL" 413+25 Rt.

This noise barrier would mitigate the noise impact at 9260 S.E. Clinton and reduce noise levels at 9247 S.E. Clinton. Although the barrier cost per dwelling unit mitigated is high, the construction of this noise barrier would complete noise mitigation that was overlooked during the design phase of this project. Completion of the continuity of noise mitigation along I-205 is the principle reason this barrier is proposed.

8058 STATE COPY 15

| | | |
|---|---|---|
| MONTHLY TRANSACTION NUMBER<br>8-29 | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | STATE<br>**Oregon** |
| PROJECT REPORT NUMBER | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**<br>(PPM 21-7) | COUNTY<br>**Curry** |
| MODIFICATION NUMBER<br>**1** | 8-6-75 | PROJECT NUMBER<br>**RF-124(24)** |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **February 13**, 19**75**, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ **466,589** | $ **515,451** |
| Federal Funds | $ **364,825** | $ **403,030** |
| Other revisions | | |

This modification is made for the following reasons:

**Increase in bid item quantities**

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 6th day of August, 19 75.

**OREGON STATE HIGHWAY DIVISION**
(Official name of Highway Department)

By Ed Hunter

**Assistant State Highway Engineer**
(Title)

By ____________________

____________________
(Title)

By ____________________

____________________
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By for **G. L. Green** (Division Engineer)

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used. GPO 93C 242 an98 R

Oregon State Highway Division
Salem, Oregon August 1, 1975

Federal Aid Project
No. RF-124(24)

Rogue River Bridge (Gold Beach) Section
Oregon Coast Highway in Curry County

Revised Project Agreement Estimate.

| | | | |
|---|---|---|---|
| Type Code P.E.<br>Preliminary Engineering | All Required | | $ 25,000.00 |
| Type Code X024<br>Bridge Footing (Sta. 1604 + 44 to Sta. 1651 + 94)<br>Subtotal on Previous Estimate of January 8, 1975 | | | $401,445.00 |
| Previous Estimate | | | |
| Class "A" Concrete | 250 cu. yd. | 75.00 | $ 18,750.00 |
| Riprap | 500 cu. yd. | 20.00 | 10,000.00 |
| | | | $ 28,750.00 |
| Present Estimate | | | |
| Class "A" Concrete | 470 cu. yd. | 75.00 | $ 35,250.00 |
| Riprap | 1,896 cu. yd. | 20.00 | 37,920.00 |
| | | | $ 73,170.00 |
| | | Increase | $ 44,420.00 |
| | | Subtotal | $445,865.00 |
| | | Engineering | 44,586.00 |
| | | TOTAL | $490,451.00 |

Length of Project . . . 0.218 mile

SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| P.E. | $ 25,000.00 | $ 19,547.00 | $ 5,453.00 |
| Bridge Footings | 490,451.00 | 383,483.00 | 106,968.00 |
| TOTAL | $ 515,451.00 | $ 403,030.00 | $112,421.00 |

Group 1 - 100%
Contract 8088
Prefixes 8-1911 P.E.
8-1050

8088

R

July 15, 1975

Hamilton Construction Company
PO Box 638
Springfield, OR  97477

Gentlemen:

Negotiated Contract No. 8088 awarded to you for work on the Rogue River Bridge on the Oregon Coast Highway in Curry County was completed on January 10, 1975, and accepted by the Administrator and State Highway Engineer on July 11, 1975.

The amount of final payment is $10,366.80. The total contract amount is $469,976.42 including $68,746.11 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Hood
COMMISSION SERVICES

bc  C. T. Kassey
    Walt Hart
    V. E. Skoog, Att. Dick Haeck
    A. Shirley
fkn/hb

8088 R

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: ROGUE RIVER BRIDGE

WEEK ENDING: MAY 3, 1975

SECTION PREFIX: 8 - 1050

HIGHWAY: OREGON COAST

COUNTY: CURRY

NAME OF JOB: ROGUE RIVER BRIDGE

KIND OF WORK: EMERGENCY PIER REPAIR

CONTRACTOR: Hamilton Construction Co.

CONTRACT NUMBER: 8088

FEDERAL AID PROJECT NUMBER: RF - 124(24UG)

DATE OF CONTRACT: OCTOBER 30, 1974

DATE WORK STARTED: NOVEMBER 7,1974

ESTIMATED COMPLETION DATE: JANUARY 10, 1975

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS 30

WORK DAYS USED 30

SPECIFIED CALENDAR DAYS

CALENDAR DAYS USED

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 100%

PROJECT AUTHORIZATION: $501,494.00

EXCLUSIVE OF ENGINEERING: $476,494.00

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $470,709.62

ESTIMATED PERCENT: UNDERRUN 1.2%

ENGINEERING AUTHORIZATION $25,000.00

This week: 68.64

ENGINEERING COST TO DATE $24,128.19

PERCENT OF AUTHORIZATION 96.5 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100%

DATE PROJECT WAS COMPLETED: JANUARY 10, 1975

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK: None

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|---|
| SUNDAY | 27 | Clear | 0 | | |
| MONDAY | 28 | Clear | 0 | | |
| TUESDAY | 29 | Clear | 0 | | |
| WEDNESDAY | 30 | Overcast | 0 | | |
| THURSDAY | 1 | Overcast | 0 | | |
| FRIDAY | 2 | Showers | 0 | | |
| SATURDAY | 3 | | 0 | | |

RECEIVED
MAY 5 1975
CONSTRUCTION SECTION

Kensey K
Bond
Jackmond
Harwood
Johnson
Scofield S
Glenn
Berg

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | | |
|---|---|---|
| SUNDAY | 27 | No work. |
| MONDAY | 28 | No work. |
| TUESDAY | 29 | No work. |
| WEDNESDAY | 30 | ~~Sent in semi-final~~. Russ Martindale of Hamilton Construction brought in the last corrected payroll (Taylor Tugs) and sent out the checks to the persons involved. |
| THURSDAY | 1 | No work Semi-Final sent in. |
| FRIDAY | 2 | No work |
| SATURDAY | 3 | No work |

## REMARKS

This will be the last weekly report submitted.

SIGNED ________ LOCATION Coquille, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8088

**OREGON STATE**
**HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • February 20, 1975
Transportation
XXXXXXX
DATE

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

NAL SIGNED BY
E. B. KLABOE

AGENDA
FEB 26 1975

4b-3

SUBJECT Rogue River Bridge, Ore Coast Hwy Curry Co.
Emergency Repair
Contract No. 8088
Request for Authorization Increase

At your October 30, 1974, meeting you approved a negotiated contract procedure for an immediate repair of the foundation of one pier and work required to inspect the other river piers of this structure.

Subsequently, the quotation of Hamilton Construction Company was accepted and work was started November 7. The basic bid for the unit work items was $347,970. Anticipated extra work and contingency items, plus the usual engineering allowance, increased the expected project cost to $454,619. Federal Highway Administration approval was secured to proceed with this as a Federal-aid Primary project.

The repair work and investigation was satisfactorily completed January 10, 1975. Additional diver time, concrete, and riprap costs amounted to about $70,000. Final cost is expected to ✓ be $501,494, or 10.3% more than was expected. Your approval of total authorization in this amount is requested.

This will be an item on the agenda for your February 26 meeting.

requesting? [illegible]

bc C. W. Head
George M. Baldwin
A. E. Johnson
H. S. Coulter
C. T. Keasey
V. E. Skoog
V. L. Gallagher
Alfred Shirley, Jr.
Jack Graham
Gary Sund

JAB:fr ms

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

FILE: CON 5 #8088

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
February 19, 1975

John A. Bond

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Rogue River Bridge
Contract No. 8088
Additional Authorization

TO: H. S. Coulter
Assistant State Highway Engineer

Apparently we should clarify the funding status of this project. This is a negotiated contract in an abbreviated form and the usual project authorization sheet was not prepared. The Commission approval was secured on the basis of a $225,000 estimate before the negotiated prices and contract basis was available. (See attached October 28, 1974 letter to Commission.)

The work was completed January 10 at an estimated total cost of $501,494 as shown on attached form E-372. (Some of the force account bills are not final, I understand.)

My version of what the authorization would have been, based on the contract is $454,619 derived as shown on attached sheet. Even using this figure, the actual cost expected amounts to a 10.3% overrun. Additional diver's bottom time (bid item 5) and riprap (bid item 13) are the largest overrun items and would account for the entire overrun amount.

Assuming this should go to the Transportation Commission, we have prepared the attached draft letter.

JAB:fr

Att.

cc: V. L. Gallagher

RECEIVED
FEB 19 1975
Office of
Assistant State Highway Engineer

Rogue River Bridge
Contract No. 8088 (Negotiated)

| | |
|---|---|
| Basic bid | $347,970 |

+ Anticipated *

| | |
|---|---|
| Standby equipment rental | $ 16,675 |
| Overtime labor | 30,000 |
| Flagging | 575 |
| Excavate to expose piling at other piers | 5,325 |
| Sub-Total | 400,545 |
| Contingencies (4½%) | 18,025 |
| Engineering (9 %) | 36,049 |
| Total Authorization | $454,619 |

* Based on actual force account orders approved in accordance with contract provisions.

2/19/75

# 8088

J

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

REPLY TO
ATTENTION OF:
NPPEN-EQ

3 February 1975

Mr. E. S. Hunter
Assistant State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Hunter:

Thank you for your 1-27-75 letter concerning our proposed bank protection project on the Rogue River at Gold Beach. We appreciate your concern about possible effects on piers of the Highway 101 bridge.

This project is now undergoing preliminary studies. The Detailed Project Report will not be completed until about 1 July 1975. We will send you a copy of the report as soon as it is completed and will be happy to discuss the problem further after you have had a chance to review the report.

Sincerely yours,

L. J. STEIN
Chief, Engineering Division

2-7-75
cc: Coulter
Wolfe
Hart
Moehring
Shirley
Potter

NOTED
E. S. HUNTER

RECEIVED
FEB 7 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8088

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
January 28, 1975

CON 8088

ORIGINAL SIGNED
WALTER J. HART

FROM: Walter J. Hart
Bridge Engineer

SUBJECT:
Rogue River (Gold Beach) Bridge

TO:
Mr. John H. Wood
Bridge & Sign Maintenance Engineer

The emergency repairs at Pier 2 of the Gold Beach Bridge were recently completed. In conjunction with this work, riprap was placed at Piers 2, 3 and 6.

Streambed conditions at this site change rapidly with runoff conditions in the Rogue. For that reason, it is suggested that for the next 5 or 6 months a sounding program to monitor the conditions at the piers on this structure should be undertaken at one-month intervals.

I would suggest that Harold Seaton, a member of the State's diving team and who was on the site during the emergency repair work, should be assigned the responsibility of carrying out a program of soundings. Mr. Seaton has taken the soundings at these piers before and after the placement of the riprap. If he is to continue with a future sounding program, a degree of continuity should exist with the information received.

WJH:dh

cc E. S. Hunter
H. S. Coulter
Alfred Shirley

NOTED
E. S. HUNTER

RECEIVED
JAN 28 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

#8088

Robert W. Straub
XXXXXXXXXX

January 27, 1975

Col. Clarence D. Gilkey
Portland District
U. S. Corps of Engineers
P. O. Box 2946
Portland, Oregon 97208

Dear Col. Gilkey:

Bank Protection of Rogue River
at Gold Beach, Oregon
Proposed Project

We have reviewed the "Environmental Evaluation and Finding for Bank Protection of Rogue River at Gold Beach, Oregon" dated December 20, 1974, as issued by your office. We agree with your statement in Section 4, Potential Environmental Impacts, that, "It might also increase erosion around bridge piers". This is the bridge carrying the Oregon Coast Highway (Highway 101) across the Rogue River just downstream from your proposed project.

We have just completed expenditure of almost one-half million dollars on emergency repair work at the northernmost river pier to remedy damage resulting from scour. This makes us look with caution on any project which might increase scour at the bridge site.

In order that we may better evaluate the effect of your proposed project on the bridge, we are requesting a copy of your hydraulic calculations and evaluations.

We wish to reserve the right to comment on your proposed project until that material is reviewed by our Hydraulic Section.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

RWE:ag js
bc: F. B. Klaboe
A. E. Johnson
H. S. Coulter
V. D. Wolfe
Walt Hart
D. H. Moehring
A. Shirley, Jr.
Gary Potter

8088

**OREGON STATE**
**HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

Contract 8088

January 22, 1975

Commander (oan)
13th Coast Guard District
618 Second Avenue
Seattle, WA 98104

Dear Sir:

Rogue River Bridge at Gold Beach
Contract 8088
Pier Repair

Attached is the final falsework report for the subject project. All work has been completed and the temporary multi-pile dolphins have been removed. As indicated by the drawing, seal concrete has been poured around and below the bottom of the original pier footing and riprap has been placed at the level of the original pier footing.

As you requested in your approval letter, an as-constructed drawing will be submitted soon.

Very truly yours,

Walter J. Hart
Bridge Engineer

R. W. Ellison
Bridge Administration Engineer

RWE:dh
Attachment

cc E. S. Hunter
Alfred Shirley
Eugene Ash

NOTED
E. S. HUNTER

Oregon State Highway Division

Federal-aid Project
No. RF-124(24)

## ROGUE RIVER BRIDGE (GOLD BEACH) SECTION

## OREGON COAST HIGHWAY IN CURRY COUNTY

Salem, Oregon, January 8, 1975

Project Agreement Estimate.

### Type Code P.E.

| | | | |
|---|---|---|---|
| Preliminary Engineering | All Required | | $ 25,000.00 |

### Type Code X024
### Bridge Footing (Sta. 1604+44 to Sta. 1651+94)

| | | | |
|---|---|---|---|
| Mobilization | All Required | | $130,000.00 |
| Sheet Piling | All Required | | 90,000.00 |
| Excavation | All Required | | 20,000.00 |
| Diver's Bottom Time | 250 hr. | 82.00 | 20,500.00 |
| Diver's Standby Time | 250 hr. | 42.00 | 10,500.00 |
| Cut-off Existing Piles | 25 only | 200.00 | 5,000.00 |
| Furnish Piling | 1,360 lin.ft. | 12.00 | 16,320.00 |
| Drive Piling | 34 only | 600.00 | 20,400.00 |
| Splice Piling | 5 only | 300.00 | 1,500.00 |
| Class "A" Concrete | 250 cu.yd. | 75.00 | 18,750.00 |
| Rip Rap | 500 cu.yd. | 20.00 | 10,000.00 |
| Pressure Grouting | 100 sacks | 50.00 | 5,000.00 |
| | | | $347,970.00 |

### Anticipated Items

| | | |
|---|---|---|
| Temporary Traffic Control Devices (SFO) | All Required | $ 900.00 |
| Stand-by Time (EWO #1) | All Required | 46,675.00 |
| Flagging (EWO #2) | All Required | 575.00 |
| Excavate Below Seal (EWO #3) | All Required | 5,325.00 |
| | | $ 53,475.00 |
| | Subtotal | $401,445.00 |
| | Engineering | 40,144.00 |
| | Total | $441,589.00 |

Length of Project - - - - - - 0.218 mile

| | |
|---|---|
| Federal Funds | $345,278.00 |
| State Funds | 96,311.00 |
| Total | $441,589.00 |

Group-1 100%

Prefix N. 8-1050

Construct. No. 8088

P.E. Prefix No. 8-1911

#8088 12-26-74

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (H S Coulter) Wash DC (HHO-32)

cst

INITIAL REPORT

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>1 | COUNTY<br>Curry | DIVISION<br>Oregon |
| DATE OF INSPECTION<br>12-26-74 | INSPECTION MADE BY<br>R. W. Pillsbury, Bridge Engineer | | PROJECT NO.<br>RF-124(24) |

IN COMPANY WITH

Al Harwood & Eugene Ash, OSHD.

LOCATION

Across the mouth of the Rogue River between Gold Beach and Wedderburn on US 101.

CONTRACTOR NAME AND ADDRESS

Hamilton Construction Company, Springfield, Oregon

| | | | | |
|---|---|---|---|---|
| AWARD DATE<br>11-1-74 | CONTRACT AMOUNT<br>$347,970 | TIME ALLOWED<br>30 days | TIME STARTED<br>11-11-74 | WORK STARTED<br>11-11-74 |
| QUALITY OF WORK<br>Satisfactory | PROGRESS OF WORK<br>Satisfactory | TIME ELAPSED<br>90%± | WORK COMPLETED<br>90%± | |

REMARKS

COPY SENT
DEC 30 1974
Washington

ROGUE RIVER BRIDGE - GOLD BEACH

Divers' inspection of this bridge several months ago found that the sand had been scoured out away from Pier 2 and marine borers had started eating the timber piling supporting that pier. An emergency contract was let to drive new steel piling around the affected pier and pour a ring of concrete to encase the steel piling. In addition, some 30 of the infected timber piling were removed.

At this time the work has been done and divers are cutting off the cofferdam sheet piling at Pier 2. Excavation work was being done at Pier 3 and Pier 6 to check for damage (there appears to be none) and placement of a rock riprap blanket.

RECEIVED
DEC 30 1974
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

12-30-74 ✓
orig to Peasley

#8088

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

*Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 11, 1974

In reply refer to: 1041EC.3

SUBJECT: Oregon Project RF-124(24)
Rogue River Bridge (Gold Beach) Section
Curry County

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

I am forwarding a copy of the USCG letter of December 9 regarding the subject project. Please note the conditions wherein the present permit would need to be re-examined.

CRBurghardt
for G. L. Green

Attachment
USCG ltr, 12-9-74

cc:
OSHD (W. Hart) w/ Encl

RECEIVED
DEC 13 1974
Office of
Assistant State Highway Engineer

12-13-74

1 74
Coulter
FOR

cc Schroeder

NOTED
H.S. COULTER

**DEPARTMENT OF TRANSPORTATION**
**UNITED STATES COAST GUARD**

*Address reply to:*
COMMANDER (oan)
Thirteenth Coast Guard District
618 Second Ave.
Seattle, Wash. 98104

3271
Serial 645

9 DEC 1974

U. S. Department of Transportation
Federal Highway Administration
Attention: Mr. G. L. Green
Division Engineer
Box 300
Salem, Oregon 97308

Gentlemen:

Your letter of December 4, 1974, forwarding a Negative Declaration for the Gold Beach highway bridge has been received. The statement properly describes the bridge setting in the Rogue River and the Coast Guard agrees with your conclusions. A Coast Guard permit was issued to approve the temporary mooring pile dolphins. The repair of the foundation is within the limits of the existing permit, and no other permit action is required for Coast Guard purposes because of the proposed foundation repairs. Should more extensive foundation work be required encroaching on the navigation spaces, or enlarging the foundations more than indicated in the Negative Declaration, we would appreciate opportunity to reexamine the possibility for permit approval.

Your Negative Declaration is herewith returned.

Sincerely,

R V Hackney

R. V. HACKNEY
Captain, U. S. Coast Guard
Chief, Aids to Navigation Branch
By direction of the District Commander

Encl:
(1) As noted

#8088 12-6-74

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
RF-124(24)

STATE PROJECT NO.
ROGUE RIVER BRIDGE
(GOLD BEACH) SECTION

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
RP-26

COUNTY NAME
CURRY

PROGRAM STAGE (Check)
☐ 1. ☒ 2.

TO:
MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

FOR

DATE PS&E APPROVED
OCTOBER 28, 1974

DATE AUTHORIZATION EFFECTIVE
OCTOBER 28, 1974

FEDERAL ROUTE NUMBER
PRIMARY ROUTE 2

STATE ROUTE NUMBER
OREGON COAST HIGHWAY PRIMARY ROUTE 9

GENERAL LOCATION:
GOLD BEACH, OREGON

GENERAL DESCRIPTION OF WORK:
YOU ARE AUTHORIZED TO PROCEED EFFECTIVE OCTOBER 28, 1974 WITH ALL PHASES OF PRELIMINARY ENGINEERING, NEGOTIATE A CONTRACT AND PROCEED WITH BRIDGE PIER REPAIRS.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION
☐ OTHER (*Specify*)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON AN AGREED
PRICE XXXXXXXXXXXXXXXXXXXXX

12-10-74
ORIGINAL TO
L. W. Rulien

REMARKS
THIS WILL CONCUR THAT WE RECOGNIZED THE EMERGENCY NATURE OF THE SUBJECT PROJECT ON OCTOBER 28, 1974 AND DETERMINED IN VIEW OF THE EMERGENCY IN INITIATING REPAIRS, THAT IT WAS IN THE PUBLIC INTEREST TO NEGOTIATE A CONTRACT AND PROCEED WITH THE CONSTRUCTION. IT IS ALSO RECOGNIZED THAT PRELIMINARY ENGINEERING MAY BE UNDERWAY ON SOME PIERS CONCURRENTLY WITH CONSTRUCTION ON OTHERS.

WE CONCUR THAT CONSIDERATION OF ALTERNATE LOCATIONS OR DESIGNS IS NOT A FACTOR IN THE DEVELOPMENT OF THIS PROJECT.

RECEIVED
DEC 10 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE
12-6-74

SIGNATURE OF APPROVING OFFICIAL

TITLE
DIVISION ENGINEER

FORM PR-1240 REV. [illegible] EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

OREGON STATE HIGHWAY DIVISION

# Order for Extra Work

## TO BE PERFORMED ON FORCE ACCOUNT BASIS

**Project Name** ROGUE RIVER BRIDGE **Date** DECEMBER 3, 1974

**Highway** OREGON COAST **Contract No.** 8088

**County** CURRY **Prefix** 8-1050

**Contractor** HAMILTON CONSTRUCTION CO. **F. A. Project No.** RF-124(24)

**Address** P.O. Box 658, Springfield, Oregon, 97477 **Order No.** 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

**Description of work to be done:** Standby Time which is Equipment Rental Daily rates. Contractor owned equipment is at one half of A.G.C. Rental rates and rented equipment at actual costs plus the standard percentage of 15% on equipment.

Overtime costs of labor for working over 8 hours per day and 40 hours per week or per union requirements. The contractor is to pay the straight time portion of the overtime worked. Contractor to receive the standard 20% markup on payroll costs for extra payroll charges for overtime costs.

**Location by station numbers:**

Gold Beach Bridge at Pier #2

**Estimate of quantities and cost:**

1. Standby Equipment Rental 10 days at approx. $1450.00 per day x 1.15 = $16,675.00
2. Labor Costs for Overtime

   1000 hrs. at approx. $5.00 = $5,000.00
   2000 hrs. at approx. $10.00 = $20,000.00
   $25,000.00 x 1.20 = $30,000.00
   Total = $46,675.00

**Explanation: (Explain here the conditions which cause this work to be classed as "extra work")**

Provision for paying for days declared as standby days due to extreme weather conditions as stated in provisions of contract.

Provision for paying for overtime when worked according to provisions of contract. Overtime is for permanent work of contract.

**INSTRUCTIONS:** A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

| | |
|---|---|
| Project authorization | $465,913.00 |
| Present estimate of project cost, including $46,675.00 for work under this order | $465,913.00 |
| Expected under-run / over-run amount | $ 0.00 |
| Expected under-run / over-run per cent | 0% |

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Regional Engineer

Approval Recommended: For: Construction Engineer or Bridge Engineer

Approved Construction Engineer

12.21.74

Routing
Keasey
RECEIVED
Scofield
Glenn
Bond
DEC 6 1974
Berg
Inwood
CONSTRUCTION SECTION
Johnson
Walker

**OREGON STATE HIGHWAY DEPARTMENT**
**INTER-DEPARTMENT CORRESPONDENCE**

Coquille, Oregon
December 4, 1974

**SUBJECT:**
Section Rogue River Bridge
Highway Oregon Coast Highway
Contract 8088
Prefix 8-1050

To:
C.T. Keasey
Construction Engineer
Salem, Oregon

Attached for your approval please find 2 copies of E.W.O. #1 for the subject project. Work (has/~~has not~~) started, if started the date Nov. 20th.

**EXPLANATION:**

The contract provided for paying of standby time which started on Nov. 20th. Then if overtime is worked at the States request, provision was made for this to be paid for by the State picking up the costs over straight time amounts. This was discussed on the job site in the presence of Jim Gix. It was also discussed with Walt Hart. The straight time rate varies from 6.55 to $10.00. Then the divers have been required to work overtime which the rate hasn't been determined.

Eugene H Cole
Resident Engineer

Telephone approval was/was not received. If so from whom and date __________. B.P.R. Representative has/has not been contacted and his approval has/has not been received as of __________
(date)

**REMARKS:**

Ed Johnson says the ½ A.G.C. rate for standby equip. pay is in line with past practice. [illegible] 23.

EWO #1 ESTABLISHES METHOD OF PAYMENT FOR ITEMS [illegible] NOT COVERED BY CONTRACT [illegible] BUT [illegible] IN OSHD'S LETTER [illegible] DATED NOV. 1, 1974 (ATTACHED)

DEC 12/11/74 [illegible]

ORIGINAL SIGNED BY JAMES J. GIX

Recommend for approval

DIVISION ENGINEER

## CONTRACT REVISION AUTHORIZATION - OREGON STATE HIGHWAY DEPARTMENT

Contract No. 8058 Section ROUGE RIVER BRIDGE FA No. RF-124(24)

Type Revision EWO No. 1 Amount $ 46,675 Funds in Author. $ 465,913.00

Status Total Project Author.: Over ___% $ ______ Under ___% $ ______

Explanation (why) and Comments EWO #1 ESTABLISHES PRICES AND METHOD OF PAYMENT FOR ITEMS OF WORK NOT COVERED BY THE CONTRACTOR'S BID PROPOSAL FOR THIS NEGOTIATED CONTRACT BUT OUTLINED IN REGION'S LETTER OF ACCEPTANCE DATED NOV 1, 1974

Method of Payment FORCE ACCOUNT Est. increase/decrease in cost $ ______

Price checked by Cost Analyst N/A Discussed Asst. Constr. Engr. ______

Discussed with TOM LEWIS on 12-9-74 by D.A. LEE

Action Recommended:

☐ APPROVAL
☐ SUBJECT TO REVIEW
☐ OTHER

☒ PARTICIPATING
☐ WITH COST JUSTIFICATION
☒ TENTATIVE APPROVAL TO PROCEED 11-20-74

TOM LEWIS BY D.A. LEE

☐ NON PARTICIPATING
☐ WITH SUPPORTING DATA

# CHECK LIST OF INFORMATION TO BE FURNISHED WITH PRICE AGREEMENTS, EXTRA WORK ORDERS, AND STATE FORCE ORDERS

Region 3

Project Name Rogue River Bridge

Contract No. 8088

Circle One: PA [✓ EWO] SFO No. 1

Check Information Furnished

| | | RESIDENT ENGR | REGION |
|---|---|---|---|
| Description of work to be done. | | x | |
| Reasons why work is necessary. | | x | |
| Has work started: | Yes | x | |
| | No | | |
| | Date Started | Nov. 22nd | |
| Cost justification for price agreements. | | x | |
| Credit for salvaged material: | None | x | |
| | Material list attached | | |
| | To be determined later | | |
| Salem headquarters approval: | Not received | x | |
| | Date received | | |
| | Who discussed | | |
| FHWA approval: | Not received | x | |
| | Date received | | |
| | Who discussed | | |
| Required signatures on order form. | | x | |

Comments:

* 8088

Form FHWA 121 (Rev. 5-73)

**UNITED STATES GOVERNMENT**

# *Memorandum*

**DEPARTMENT OF TRANSPORTATION**
**FEDERAL HIGHWAY ADMINISTRATION**
Box 300
Salem OR 97308

SUBJECT: Oregon Project RF-124(24)
Rogue River Bridge @ Gold Beach
Project Assessment

DATE: December 3, 1974

In reply refer to: 1041DB.3

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

NOTED
E. S. HUNTER

I concur with the Environmental Assessment dated November 22, 1974. This project will not have a significant detrimental effect on the environment. I agree that a Negative Declaration is the appropriate document for this project. A copy of the Project Assessment is returned as requested.

William H. Kappus
for G. L. Green

Attachment
Project Assessment

12-4-74
cc: Rulien
Potter

[illegible]
STAT[illegible] Y ENG[illegible]
DEC 3 '74
REFER TO
Hunter
FOR

cc Schwede, info
12-4-74

RECEIVED
DEC 4 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

**Oregon State Highway Division**

## PROJECT ENVIRONMENTAL ASSESSMENT

Date November 22, 1974

### A. PROJECT IDENTIFICATION

**Name of Project** Rogue River Bridge at Gold Beach RF-124 (24)
(Section)

**Location of Project** Oregon Coast Highway (Highway Name) US 101 - ORE 9 (Highway No., US - ORE)

(City) Curry (County) III (Region)

**Program** FAP (Funding) $400,000* (Estimated Cost) 8-1050 (Prefix)

### B. PURPOSE AND ORIGIN OF PROJECT

**Purpose:** The purpose of the project is to repair wood bridge foundation piles. eaten by marine bors on the Rogue River Bridge at Gold Beach. All known damage has occured at pier 2.

**Origin and History:** Damage to 20 to 25 piles on pier 2 was discovered during the annual bridge inspection in 1974. Emergency repair has been initiated to shore up and stabilize this pier to preserve the bridge from any structural damage.

### C. DESCRIPTION OF PROJECT

**Length** The bridge is 1,610 feet long and includes 8 piers, six of which are in the river bed. One of the six piers is known to be damaged. The other five piers will
~~Termini~~ be inspected for damage.

**Alignment** ☐ New ☐ Existing ☐ Combined Not Applicable

* If additional damaged piling are found the total costs of repair may be much higher.

CATEGORY
______ PROJECT

(Form (1) 9-74)

'Description of Project (cont.)

Right-of-Way (acreage and type of land use) Not Applicable

Typical Section Pier 2, like all the piers in the riverbed is set on a piling.In this case 210 piles were driven into the riverbed. A seal 7 feet thick encases the upper XXXXXXXXX portion of the piling. The bottom of the casing is 30 feet below the low tide elevation and 45 feet below the extreme high tide elevation.

Characteristics (ADT) 5,400 on bridge. The river traffic includes recreational craft and commercial passenger boats which travel the Rogue. Boats use the maintained channel at the north end of the bridge. No data on boat size, number of boats, or channel characteristics is available.

Other General Information (or Supplemental information to items)

Project Sketch Map is Attached: ☒ Yes ☐ No

## D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

Not Applicable

## E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☒ Not Required ☐ Required ☐ Recommended

Type ______ Tentative Date(s) ______

A-95 Review: ☒ *Not Required ☐ Required

*Exempted under working agreements dated April 28, 1970 and July 27, 1971.

* Seven agencies were contacted by phone due to the emergency nature of the project. These agencies are the Division of State Lands, Coast Guard, Corps of Engineers, Bureau of Sports Fisheries and Wildlife, DEQ, Fish Commission and Wildlife Commission. All groups verbally agreed with the proposed action. Memos of these conversations are contained in memo file Br1172A. In addition, the Division of State Lands issued Material Removal Permit No. 1828 to the Hamilton Construction Co., the successful bidder, to complete this project. The activities carried out in conjunction with this permit must meet the regulations of DEQ, Fish Commission and Wildlife Commission. The project was initiated with state funds. Only subsequently has federal aid been made available to reimburses the state for this emergency repair acitivity.

## F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

**Natural** (Topography, Flora, Soils, Water Features, Drainage, etc.) The project area is in the Rogue River riverbed between river miles 0.7 and 0.9. The dredged channel flows along the north bank under the bridge, between pier 1 and pier 2. A jetty for a small boat basin has been built on the south bank of the river and passes under the bridge. A large bar, with shallower water depth occupies the riverbed under the central portion of the bridge (see attach maps). Anadromous fish pass through the channel in both directions. Excellent water quality is characteristic in this stretch of the river.

**Cultural** (Land Use, Noise, Air Esthetics, Utilities, etc.) The river is a popular recreation resource. Boats pass under the bridge, and fishing is carried on both above and below the bridge area.

## G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

   None.

   Consequences:

2. Estimated Changes in Traffic Patterns:

   None on river or highway.

   Consequences:

3. Estimated Changes in Land Use:

   None.

   Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

   The activity will adversely affect water quality in this estuarine area during the work period. The term estuary applies to this river in a transition zone between the marine and fresh water environment, but due to the lack of a slack water mising area, it is relatively unproductive.

   Consequences:

   Consequences should be minimal due to scale and duration of work, its location in the estuary, and lack of interference with recreational activities.

5. Expected Adverse Effects on Cultural and Scenic Resources:

   None.

   Consequences:

6. **Preliminary Identification of Areas of Critical Environmental Concern:**

River channel and estuary. The Division of State Lands permit limits increases in turbidity. Allows for placement of waste material above the bankline only, and allows the Division of State Lands to terminate the permit if provisions are not met. These measures, if adhered to, should minimize concern in this critical environment.

7. **Potential for Controversial Issues:**

Possible river pollution through adversely affecting water quality at base of piers during the work period. The U. S. Bureau of Sports Fisheries and Wildlife expressed concern about silt plumes resulting from excavation around the four center piers.

## H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

| Personnel | EFFORT REQUIRED* | | |
|---|---|---|---|
| | Minimum | Average | Maximum |
| Biologist | | | |
| Urban Economist | | | |
| Water Quality Spec. | | | |
| Acoustical Engineer | | | |
| Air Quality Engineer | | | |
| Cultural Geographer | | | |
| Urban Planner | | | |
| Geologist | | | |

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

## I. TYPE OF DOCUMENTATION RECOMMENDED:

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS

☐ Section 4(f)
☒ Negative Declaration
☐ State-Wide Negative Declaration
☐ Other ______________________

(Attachment next page)

## ATTACHMENT

Approximately twenty-five of the 210 wood foundation piles supporting pier 2 have been eaten by marine bores and are in need of replacement or repair. The upper portion of these piles are encased by a concrete seal 38 feet by 31 feet and 7 feet thick. The pier footing rests on top of the seal and encases the upper portion of the foundation piling, which extends through the seal. The seal may serve as a structural element from wind generated pressures.

Scour, probably caused by high water the previous winter coupled with natural and man-caused removal and movement of riverbed material upstream, has exposed the wooden foundation piling (on two opposite corners of the pier) to a depth of approximately four feet beneath the concrete seal.

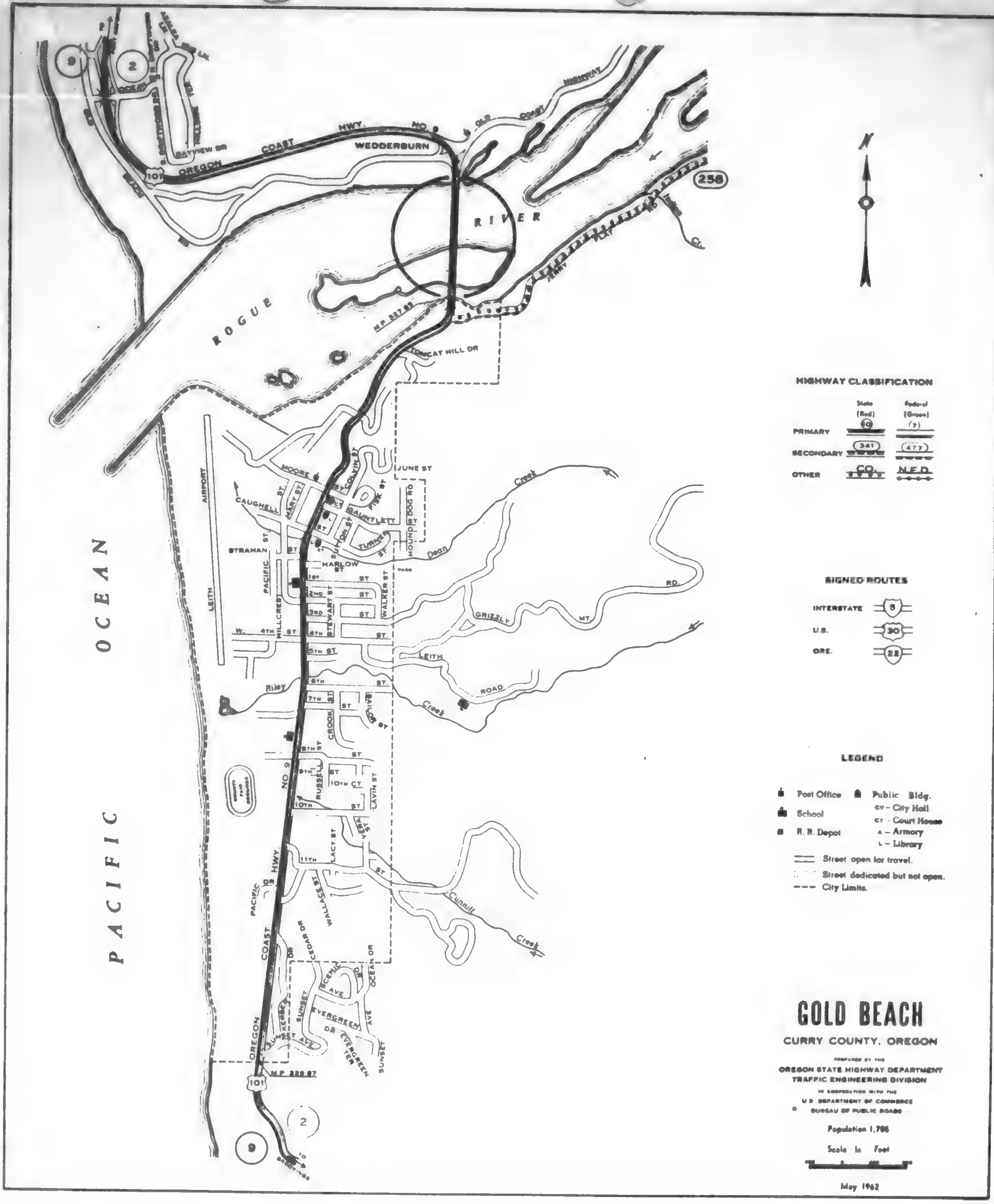
The remedied action will be initiated by installing a coffer dam around the entire seal, approximately four feet away from it. All work will be done underwater from barges moored in the river. The sheet piling used for the coffer dam will be driven into the riverbed to a depth of approximately 15 feet below the bottom of the seal. After the coffer dam is in place, divers will cut out the damaged piles Bulkheads will be placed in the affected corners so that damaged portions are repaired in sections and support of the structure isn't jeopardized. Steel H pilings, 12 X 12 or 10 X 10 depending on market availability, will be driven around the periphery of the seal. The excavated area under the seal will then be filled with pumped concrete, the area between the seal and new concrete will be pressure-granted, and finally the four-foot space between the seal and the coffer dam will be pumped full of concrete approximately to the top of the seal.

Attach. cont.,

In the remaining portions of pier 2, sand will be excavated from inside the coffer dam to allow to inspection of the outer two rows of pilings, those most likely to be affected. Repair activities similar to those described above will be taken if additional deterioration is discovered.

A blanket of riprap, approximately 20 feet wide and of varying heights will be placed around the coffer dam to complete the job. The riprap should protect the pier foundation from further scour.

Inspection of piers 3, 4, 5 and 6 will occur concurrently. This task will require excavation below the concrete seals so divers can visually inspect the outer two rows of the foundation piers. If damage is found, remedial action, similar to the actions described above, will be taken.



# GOLD BEACH

CURRY COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 1,765

Scale In Feet

May 1962

#8088

PRO 6-2

November 29, 1974

Replaces Nov. 5. letter.

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. RF-124(24)

We are submitting program data for one project, Item No. 26, Project No. RF-124(24), "Rogue River Bridge (Gold Beach) Section", which we desire to have included in the Federal-aid Rural Primary Highway Program.

The project is exempt from State Clearinghouse and District 7 Clearinghouse A-95 review under working agreements dated April 28, 1970 and July 27, 1971, respectively.

We hereby request your concurrence that location/design approval is not a factor in the development of this project.

Also, we request your concurrence that it is in the public interest to accomplish the project by negotiated contract to assure the motoring public a safe and serviceable highway facility for the extraordinary damage dictates immediate reconstruction to forestall serious bridge failure.

Since the project program contains all phases of preliminary engineering and construction, we hereby request your authorization to proceed with all phases of preliminary engineering necessary to obtain PS & E approval. But, constructing the project by negotiated contract necessitates requesting your authorization that preliminary engineering charges for this project are eligible even after PS & E approval has been granted.

Furthermore, we request your concurrence that preliminary engineering charges for this project are eligible as of October 28, 1974.

Enclosures

JG:js

Budget Bureau No. 41-R2067; Appro

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO R.O.

FORM PR-1 (REV. 4-61)

Rev. 11-5-74

# FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPA
BUR

| CARD | REPORT NUMBER | PROJECT LOCATION (45 typewriter spaces) | ADT | PRESENT | FUTURE | YEAR | REGION | STATE NAME | ST CO |
|---|---|---|---|---|---|---|---|---|---|
| 2 | 1 | US 101, Rogue Riv. Br. (Gold Beach), N. | | 5,400 | 9,200 | 94 | 10 | Oregon | |

| CARD | CHARACTER OF PROPOSED WORK (35 typewriter spaces) | NATL. FOREST | PH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER PREFIX LETTER(S) | NUMBER | SEQ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 3 | P.E., Reconst. Br. Footings | | ▨ | ▨ | ▨ | ▨ | | | RF- | 124 | ( |

| CARD | CLASS OF FEDERAL FUNDS | COUNTY NAME | CODE |
|---|---|---|---|
| 4 | Rural Primary | Curry | 015 |

| NAME OF URBAN AREA | ROUTE NO. | FEDERAL-AID | STATE | U.S. |
|---|---|---|---|---|
| -- | P | 2 | 9 | 101 |

ESTIMATED PROJECT COST BY PHASES

| CARD | LINE NO. | CHANGE CODE | PROJECT CODE | CLASS | WORK TYPE | WORK STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5 | | | | | PE | | US 101, Rogue River Bridge (Gold Beach), N. 0.217 mi. | 0.217 | 25,000 | 19,500 | 5,500 | | P.E<br>Rec<br>foo |
| 5 | | | | | ROW | | | | | | | | (Wo<br>co |
| 5 | | | | | CONST (CODE) X024 | | "Rogue Riv. Br. (Gold Beach) Sec." | 0.217 | 440,913 | 344,713 | 96,200 | | RO<br>Acc<br>Par<br>non |
| | | | | | | | PROJECT TOTALS | 0.217 | 465,913 | 364,213 | 101,700 | | |

| CARD | CODE | PREPARED BY |
|---|---|---|
| 1 | 1 | |
| 1 | 14 | PROGRAM APPROVAL DATES |

REMARKS

-over-

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Rev. 11-5-74

## FEDERAL-AID PROGRAM DATA

(PPM 21-1)

| PROJECT LOCATION (45 typewriter spaces) | ADT | PRESENT | FUTURE | YEAR | REGION | STATE NAME | STATE CODE | APPN CODE | ITEM NO. |
|---|---|---|---|---|---|---|---|---|---|
| US 101, Rogue Riv. Br. (Gold Beach), N. | | 5,400 | 9,200 | 94 | 10 | Oregon | 41 | 073 | 26 |

| SED WORK (35 typewriter | NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER PREFIX LETTER(S) | NUMBER | SEQ. NO. | I. Projects Only POST MI. | DESIG. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| nst. Br. Footings | | ▨ | ▨ | ▨ | ▨ | | | RF- | 124 | (24) | | |

| UNDS | COUNTY NAME | CODE | PROGRAM STAGE |
|---|---|---|---|
| Rural Primary | Curry | 015 | ☐ 1 OR ☒ 2 |

| | ROUTE NO. | FEDERAL-AID | STATE | U.S. |
|---|---|---|---|---|
| -- | P | 2 | 9 | 101 |

ESTIMATED PROJECT COST BY PHASES

| WORK TYPE | STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|---|---|---|
| PE | | US 101, Rogue River Bridge (Gold Beach), N. 0.217 mi. | 0.217 | 25,000 | 19,500 | 5,500 | | P.E. all phases; Reconstruct bridge footing as required. |
| ROW | | | | | | | | (Work by negotiated contract) |
| ONST (CODE) X024 | | "Rogue Riv. Br. (Gold Beach) Sec." | 0.217 | 440,913 | 344,713 | 96,200 | | ROW - unlimited; Access Control - none; Parking restrictions-none. |
| | | PROJECT TOTALS | 0.217 | 465,913 | 364,213 | 101,700 | | |

OVAL DATES

REMARKS

-over-

USCOMM DUSCOMM-DC 40800-P61

## ROGUE RIV. BR. (GOLD BEACH) SEC.

## PROJECT NO. RF-124(24)

**REMARKS - continued**

Existing Facility: Br. No. 1172; 9-16' RCDG Spans, 7-230' RC Deck Arches, 9-16' RCDG Spans (288' approaches & 1610' bridge for a total length of 1898'); two 3'-6" sidewalks; H.C. 27'; H-15 loading.

Adjacent Facilities:

North End - - - 26-foot PCC surface; 2 travel lanes
South End - - - 24-foot bit. surface with 1-foot shoulder;
2 travel lanes

Project Data: The proposed project consists of the following:

1. All phases of preliminary engineering.

Note: Use of outside equipment rental will be necessary in order to accomplish dredging for subsurface inspection of foundation piling for presence of marine borers and to determine extent of damage if infestation is present.

2. The project consists of reconstruction of bridge footings, as required, which work consists of installation of piling, sheet piling, concrete, riprap and incidentals common to this type of project.

System Action, Railroads, Airports, Water Development, Historical and Recreation Areas: None involved.

Note: Gold Beach Airport lies southwesterly within two miles of the project. The runway is oriented such that the proposed work will not cause any conflict.

IM 50-1-70 Requirements - Exempt from State Clearinghouse and District 7 Clearinghouse A-95 review under working agreements dated April 28, 1970 and July 27, 1971, respectively.

PPM 90-1 Requirements: Negative Declaration concurred in by FHWA

Public Hearings: None required under provisions of paragraph 6c of PPM 20-8.

Location/Design Approval: Not a factor in the development of this project.

Note: This project is in Congressional District No. 4.

#8088 J

**OREGON STATE**
**HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

November 27, 1974

TO Glen L. Green, Division Engineer
Federal Highway Administration

R L Schroeder

FROM R. L. Schroeder
Assistant State Highway Engineer

SUBJECT Gold Beach Bridge-Emergency Repairs
Oregon Coast Highway - U.S. 101
Curry County, Oregon

This negative declaration covering the subject project is being submitted for your concurrence.

DESCRIPTION AND PROPOSE OF PROJECT Gold Beach Bridge is a portion of U.S. Highway 101 and carries highway traffic across the mouth of the Rogue River. This bridge is the only structure crossing the Rogue River in Curry County. Therefore, any deterioration of the Gold Beach Bridge that might lead to future closure for repair is of serious consequence to mobility along the Oregon Coast in southwestern Oregon.

The bridge is 1,610 feet long and includes 8 piers, 6 of which are in the river bed. Damage on piling on pier 2 was discovered during the annual bridge inspection in 1974. Emergency repair work will shore up and stabilize this pier and preserve the bridge from structural damage. Piers 3 through 6 will also be inspected for possible damage.

Approximately twenty-five of the 210 wood foundation piles supporting pier 2 have been eaten by marine bores and are in need of repair. The upper portion of the piling is encased by a concrete seal 38 feet by 31 feet and 7 feet thick.

The pier footing is set on the seal and encases the upper portion of the foundation piles, which extend through the seal. The seal may serve as a structural element from wind generated pressures. The base of the seal is approximately 30 feet below the low-water elevation.

Scour, probably caused by high water the previous winter, coupled with natural and human removal and/or modification of riverbed material upstream, has exposed wooden foundation piling on two opposite corners of the pier to a depth of approximately four feet beneath the concrete seal. Analysis will be conducted by the Hydraulics Section to determine if the original design conditions for the structure have changed. They will evaluate the changes and recommend adequate long-term solutions.

The remedial action will be initiated by installing a cofferdam around the entire seal, approximately four feet away from it. All work will be completed underwater from barges moored in the river, as the base of the seal is 30 feet beneath the low-water elevation. The sheet piling used for the cofferdam will be driven into the riverbed to a depth of approximately 15 feet below the bottom of the seal. The top of the cofferdam will parallel the top of the seal. After the cofferdam is in place, divers will cut out the damaged piling. Bulkheads will be placed in the affected corners so that damaged portions are repaired in sections. Repair in sections will minimize the potential of damage to the structure. Steel H piling, 12 inches by 12 inches or 10 inches by 10 inches, depending on market availability, will be driven around the periphery of the seal. The scoured area under the seal will then be filled with pumped concrete and the area between the seal and new concrete will be pressure-grouted. Sand will be excavated from inside the cofferdam in the remaining portions of pier 2 to allow the inspection of the outer two rows of piling. Repair activities similar to those described above will be taken if additional deterioration is discovered. The work will be completed when the four-foot space between the seal and the cofferdam has been pumped full of concrete to the top of the seal.

A blanket of riprap, approximately 20 feet wide and of varying heights, will be placed around the cofferdam to complete the job. The riprap should protect the pier foundation from further scour.

A detailed inspection of piers 3, 4, 5 and 6 will also be undertaken. This task will require excavation below the concrete seals so divers can visually inspect the outer two rows of the foundation piers. If damage is found, remedial action, similar to the actions described above, will be taken.

### EXISTING ENVIRONMENTAL SETTING

The Gold Beach Bridge crosses the Rogue River at river mile .7 to .9. The bridge connects the community of Gold Beach to the south with Wedderburn to the north. More important, the bridge is a segment in the Oregon Coast Highway. The appended xerox of a vertical air photo includes the major natural and topographic features surrounding the project area.

The Gold Beach Bridge crosses the estuary of the Rogue River, which extends upstream to river mile 3.0. The main channel passes along the north bank under the bridge, between pier 1 and pier 2. From the channel southward, the area under the bridge is characterized by shoaling and depositional riverine features. The river mouth is dredged annually, as it shoals each winter. The channel is not dredged above the small boat basin, but the strong winter and spring runoff maintain the main river channel by annually scouring out accumulations of sediment derived during the fall slack-flow period.

Downstream from the bridge on the south side of the channel, the local port district has built a small boat basin by diking a portion of the river. The location of the dike was based on data collected by the Corps of Engineers, and is the completion of an aborted project initiated by this federal agency several years earlier. This dike, which passes under the Gold Beach Bridge, was started in 1971 and completed the summer of 1972. Use of the small boat basin varies with seasons. Approximately 40 boats are moored in the basin in winter, and the fleet expands to an estimated 225 vessels in the summer. In addition, eleven excursion boats take passengers up the Rogue River. Four of these boats dock below the bridge. An estimated 80% of the boats moored in the basin are used for sports fishing in the ocean. Studies published by the Oregon State Game Commission, Lands Division (1967) and Fish Commission of Oregon, Division of Management and Research (August, 1973), provide more detailed information on the characteristics of the Rogue River estuarine fishery, including number of participants, species caught and access facilities available.

The Rogue River is internationally known for its spring run of chinook salmon. In addition, the river supports large runs of fall chinook and coho salmon. Other fish caught in the estuary, especially along the jetties, include sea perch, ling cod, and assorted bottom fish. Most fishing effort occurs downstream from the bridge, but the bridge does not limit or hinder fishermen from passing upstream.

Development of a bay is limited, due primarily to surrounding topographic features and river runoff characteristics. As a result, the area of estuarine environment, where fresh and salt water mix, is limited in length and migrates seasonally. Because of these characteristics, the natural communities and populations typically associated with estuaries, such as salt marshes, crab and clams, are not found here.

**DISCUSSION OF ENVIRONMENTAL IMPACTS** The proposed action will have no direct effect on highway traffic, as all work activities will be conducted from barges. Instream activities, conducted primarily around pier 2, will cause local disruption of the river. Silt plumes may result from excavation around piers 3 through 6, where materials are fine. The cofferdam should limit siltation and silt plumes around pier 2. River recreation traffic should not be disrupted, as the Coast Guard permit for the barges includes limitations as to distances moored from the pier and lighting to warn approaching vessels of the presence of the barge and work activities. Work around pier 2 will be localized, and due to the small scale of the work project, should have negligible effects on the Rogue River estuary. A small area of habitat around pier 2 will be permanently modified by the placing of riprap. More detailed analysis would have to be conducted to determine if this is a positive or negative impact in this estuarine environment. Positive impacts would result from attracting fish and other aquatic species who inhabit rocky areas. However, areas covered with riprap would be lost to benthic organisms who normally inhabit the sandy riverbed which occurs in this area.

**BASIS FOR NEGATIVE DECLARATION** The short-term effects of this project are limited to minimal disruption of the estuarine and benthic environment adjacent to the piers to be inspected and/or repaired. Highway and waterborne traffic will not be affected by the project, and completion is important if the integrity of the Gold Beach Bridge is to be maintained.

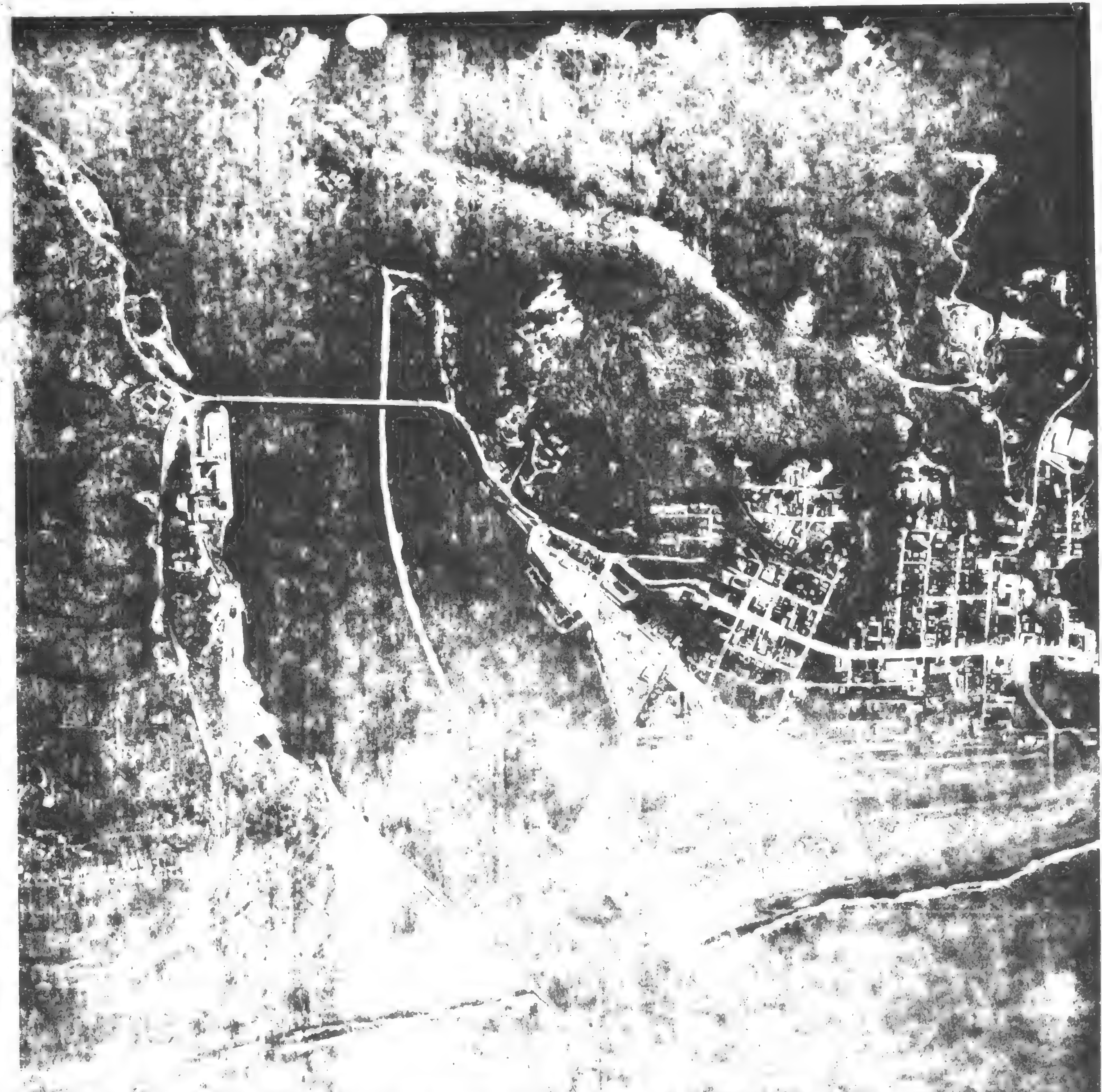
Therefore, it is the conclusion of the Oregon State Highway Division staff that this project does not constitute a "major action" as defined in PPM 90-1, Appendix F, nor does it have the potential to significantly affect the quality of the natural or social environment.

Endorsement to the Oregon State Highway Division

Concur ______________________ Date DEC 4 1974
Division Engineer

JZ:cb

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
J. H. Versteeg
R. E. Royer
Victor D. Wolfe
L. W. Rulien
Alfred Shirley, Jr.



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**OREGON STATE**
**HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

November 25, 1974

NOTED
E. S. HUNTER

RECEIVED
NOV 26 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Mr. Glen Green
Division Engineer
Federal Highway Administration

Dear Mr. Green:

Pier Repairs
Rogue River (Gold Beach) Bridge
Contract 8088

Enclosed are copies of the letter contract for the Rogue River (Gold Beach) pier 2 repairs. Due to the urgency of the situation, a negotiated contract was executed after soliciting proposals from four contractors. The proposal of Hamilton Construction Company, in the amount of $347,970 plus flagging and negotiated standby costs, was accepted as being in the best interest of the State.

In soliciting proposals for the work, those area contractors who have demonstrated abilities in the type of marine work involved were contacted. Four firms were approached about the work and all indicated an interest. An on-site meeting was held with personnel from Region 3 to outline the work and answer questions.

Proposals were received from three of the contractors. Willamette Western elected not to submit a proposal, citing uncertainty of equipment availability as their reason. Since time was of the essence in the work proposed, a construction schedule was required with any proposal. The three proposals received are summarized below.

1. Peter Kiewit, $389,000. Start work Nov. 1, 1974, complete March 1, 1975.
2. Hamilton Construction Co., $347,970. Start work Nov. 11, 1974, complete in 30 work days. Standby payment for non-work days due to weather to be negotiated.
3. General Construction Company did not submit a proposal on the work as outlined. They submitted an alternate proposal to replace the section

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

of deteriorated piling with a patented reinforced concrete pile sleeve. This alternate proposal was in the amount of $77,500 for sleeves on 25 piles plus $2,200 for each pile in excess of 25. To inspect the remaining piling under pier 2, General quoted a price of $250 per hour. General Construction's proposal did not accomplish the repairs felt necessary by the State. This proposal was, therefore, dropped from further consideration.

The existing conditions at piers 3 through 6 will be investigated as an item of extra work under the present negotiated contract. This work will be a preliminary engineering function for the purpose of gatherin data for the evaluation of existing conditions and establishment of design criteria for such future repair or pier protection was warranted. If the results of this exploratory work indicates that further repairs or riprap are required at the remaining piers, it will be the subject of a separate contract. That contract would be advertised and administered under the State's normal competitive bidding procedures.

A total engineering study of the problems of the Rogue River Bridge at Gold Beach has been initiated. This study will attempt to evaluate both past and present hydraulic conditions at the site and the effect of changed conditions due to the work of the Corps of Engineers. Riprap requirements will be established based on calculations of anticipated scour.

The estimated total project cost, including the present negotiated contract work and preliminary engineering for future contract work, is given below.

| | |
|---|---|
| Basic Proposal | $347,970 |
| Anticipated Extra Work - Flagging | 3,000 |
| Standby Charges (Non workdays dues to weather) 15 @ $2,500 | 37,500 |
| Subtotal | $388,470 |
| 13 1/2% Engineering and Contingencies | 52,443 |
| | $440,913 |
| Preliminary Engineering Investigation Piers 3 through 6 | 25,000 |
| TOTAL | $465,913 |

To mitigate standby charges due to weather-induced shutdowns, the contractor will be working extended hours and weekends. The State will be responsible for the increased cost due to overtime and shift differentials. With the high daily standby charges on this project and the time of year, it appears in the best interest of the State to incur these overtime charges in the interest of completing the work as quickly as possible.

For purposes of federal-aid participation, we are assuming October 28, 1974 as the date of eligibility. This was the date on which Mr. Swan outlined the project and its urgency to Mr. Cusack of your office.

The environmental assessment is being prepared and will be forwarded to you shortly. Those agencies with environmental concerns in the area of the work were contacted and their approval received prior to commencement of the work.

Very truly yours,

ORIGINAL SIGNED
R.W. ELLISON
Walter J. Hart
Bridge Engineer

WJH:dh
Enclosures

cc E. S. Hunter
H. S. Coulter
Alfred Shirley
Eugene Ash
L. W. Rulien

STATE COPY

**OREGON STATE HIGHWAY DIVISION**

# Order for State Force Work

**APPLYING TO CONTRACT PROJECTS**

Contract No. 8088

Order No. 1

Section Rogue River Bridge (Gold Beach)

Date November 18, 1974

Highway Oregon Coast

F.A.P. No. RF 124 (24)

County Curry

Prefix 8-1050

Account No. 274-01

**Description of Work To Be Done:** Furnish & Install temporary traffic control devise— traffic signal controller, two signal heads mounted on wood posts, and adwance warning signing.

APPROVED EFFECTIVE DATE 11/12/74
Contingent upon modification of project agreement if additional funds are required
BY D.K. Hossner
1-6-75

**Location by Station Numbers:**

Pier #2 + & - 250 feet.

**Estimate of Quantities and Costs:**

| | |
|---|---|
| Furnish & Install two " Trafic Signal Ahead" advance warning signs - - | = $200.00 |
| Labor & Equipment costs for installation of Controller and two traffic signal heads - - - - - - - - - - - - - - - - - - - - - - - - - - - - | = 700.00 |
| Total Estimated Cost | $900.00 |

**Explanation:**

**INSTRUCTIONS**

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization . . . . . . . . . $414,127.45

Present estimate of project cost, including $900.00 for work under this order $414,127.45

Expected ~~under-run~~ over-run (amount) . . . . . . $0.00

Expected ~~under-run~~ over-run (per cent) . . . . . 0%

Space to right of this line is for use of Salem Office

Submitted by: Eugene H. Clark
Resident Engineer

Approval Recommended: J. X. Wilson
Regional Engineer

Approval Recommended:
For: Construction Engineer or Bridge Engineer

Approved:
Construction Engineer
Acting

AID

8088

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**
INTER-OFFICE CORRESPONDENCE
November 18, 1974
Salem, Oregon

FILE: Br. 1172A

ORIGINAL SIGNED
R.W. ELLISON

FROM: R. W. Ellison
Bridge Administration Engineer

TO: Mr. Eugene Ash
Resident Engineer

SUBJECT:
Rogue River Bridge at Gold Beach
Oregon Coast Hwy.
Emergency Repair Work
Division of State Lands Permit

NOTED
E. S. HUNTER

Attached are two copies of the Division of State Lands removal/fill permit for the subject project.

The copy stamped "NOTICE" must be on the work site and should be handed to Hamilton Construction Company for posting on the site during the period of construction.

The special conditions, Attachment "A", appear to create no problems on this project. Item 2 of the attachment applies to waste materials. However, on this project it is considered that there will not be any waste materials. The important item is No. 3, coordination with the local Wildlife and Fish Commissions' representative. I understand you are in contact with this representative and that in his opinion the job is progressing satisfactorily.

RWE/ag

Attachs.

cc E. S. Hunter
H. S. Coulter
A. Shirley w/attach.
D. H. Moehring

RECEIVED
NOV 19 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FILE: Br. 1172A

November 5, 1974

Commander (OAN)
U. S. Coast Guard
13th Coast Guard District
618 Second Avenue
Seattle, Washington 98104

Dear Sir:

Rogue River Bridge
Oregon Coast Highway
Gold Beach, Oregon
Temporary Dolphins

We have now negotiated a contract with Hamilton Construction Company of Springfield, Oregon, for the emergency repair work required at Pier 2 of the Rogue River Bridge at Gold Beach, Oregon. This work was described in our letter of November 1, 1974.

Because of the time of year and the possibility of river flooding with the accompanying fast river currents, the contractor states he will require dolphins for moorage of floating equipment at the site instead of anchors. The floating equipment is on two barges each 40' x 50'. The proposed location of the four multi-pile dolphins is as shown on the attached drawing.

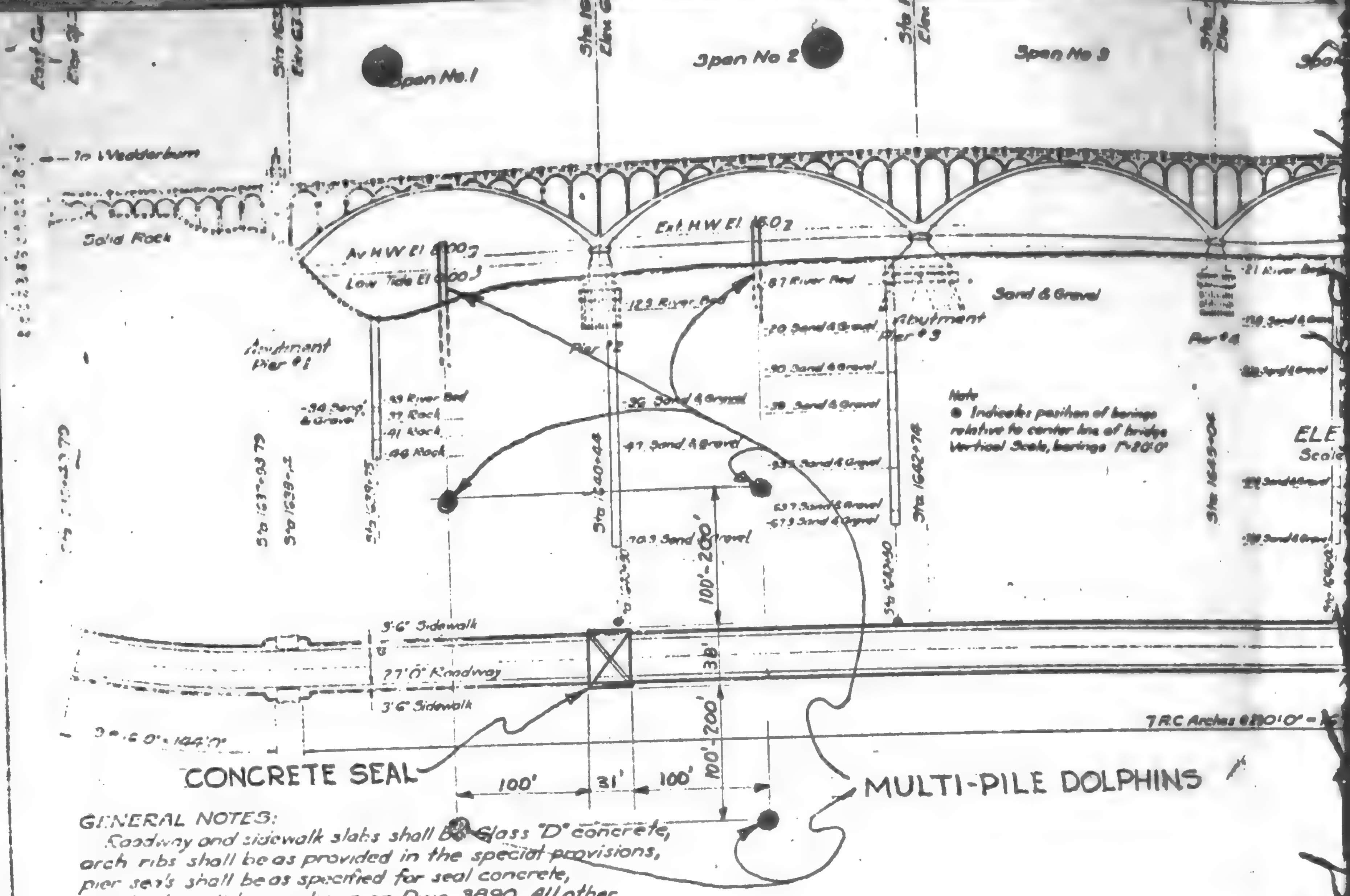
Two-foot square plywood panels painted with high visibility red paint or covered with high visibility red cloth will be mounted on each dolphin for daytime marking. Random flashing yellow highway barricade lights providing 360° visibility will be used for night time marking.

The contractor intends to begin work on November 11, 1974. Your approval of the installation of these temporary dolphins is requested.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Bridge js
Attachment
bc: F. B. Klaboe
A. E. Johnson
H. S. Coulter
D. H. Moehring
W. J. Hart
A. Shirley w/att.
Eugene Ash w/att.



GENERAL NOTES:

Roadway and sidewalk slabs shall be Class "D" concrete, arch ribs shall be as provided in the special provisions, pier seals shall be as specified for seal concrete, handrail shall be as shown on Dwg. 3890. All other concrete shall be class A.

All exposed corners shall have ¾" bevel unless noted otherwise.

Footings shall be carried below elevation shown if necessary to secure suitable foundations.

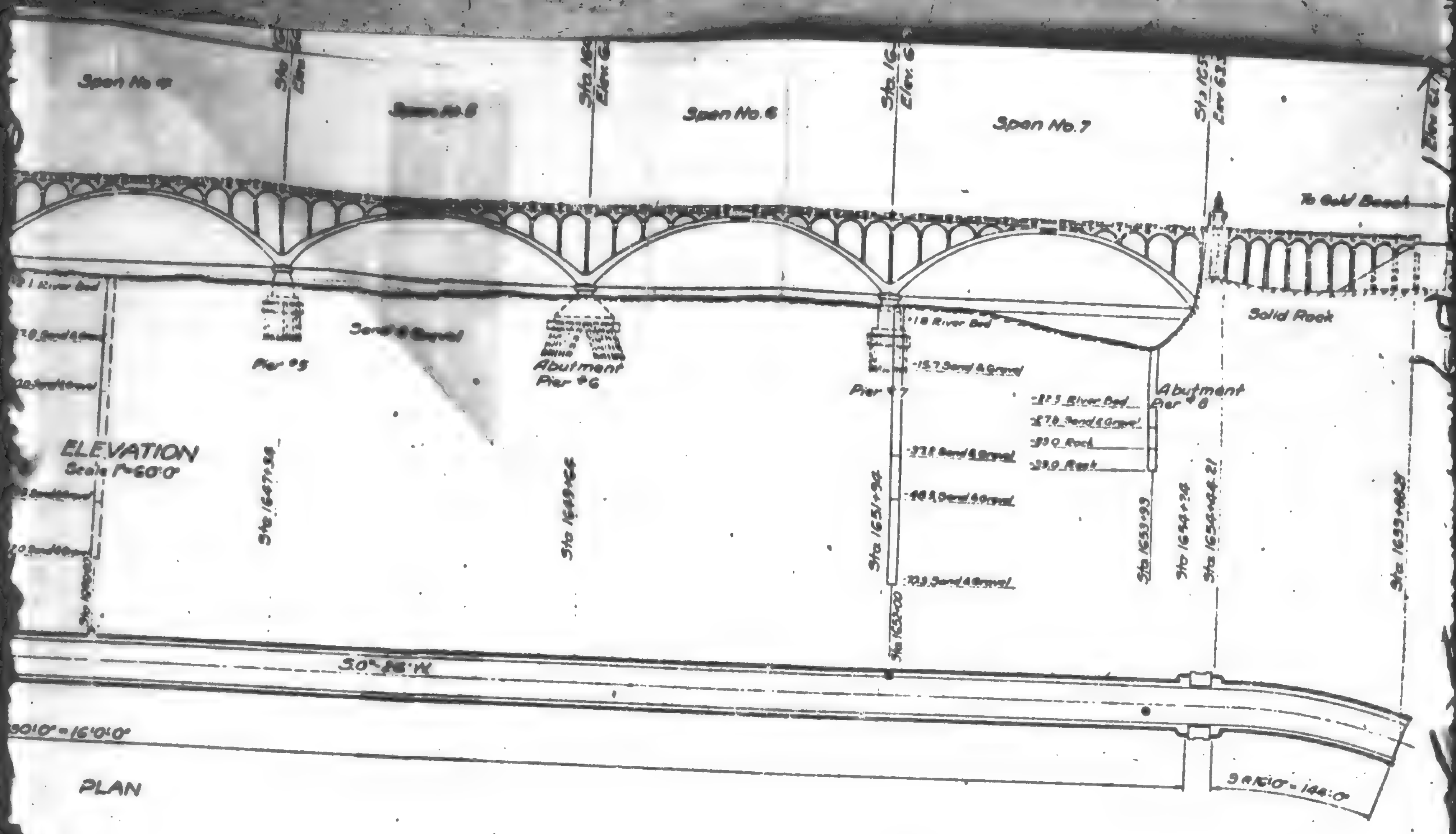
Copper water stops shall be provided at all construction joints in columns and arch rings.

All reinforcing metal shall be deformed bars placed 2" clear from the nearest face of concrete except where noted otherwise.

Sequence of construction shall conform to the typical pouring schedule shown on Dwg 3881 and as defined in the special provisions.

All material and workmanship shall conform to the specifications for the Bridges of the Oregon State Highway Commission.

NOTE:
After these drawings we
structure was officially desi
"The Isaac Lee Patterson Bri



...ngs were prepared this
...lly designated as
...on Bridges."

Approved
Bridge Engineer
State Highway Engineer

OREGON
STATE HIGHWAY COMMISSION
REINFORCED CONCRETE ARCH BRIDGE
AT
MOUTH OF ROGUE RIVER
ON
ROOSEVELT COAST HWY. — CURRY CO.
PLAN AND ELEVATION

SCALE AS NOTED
DEC. 18, 1929.
CALCS FILED

DRAWN BY L.S.S.
TRACED BY "
CHECKED BY

SHEET 1 OF
BRIDGE NO. 1172
DRAWING NO. 3874

ACCOMPANIED BY DWGS. 3875 TO 3890 INCL.
4069-4070-4073-4233

November 1, 1974

Commander (OAN)
U. S. Coast Guard
13th Coast Guard District
618 Second Avenue
Seattle, Washington 98104

Dear Sir:

Oregon Coast Highway Bridge across
the Rogue River at Gold Beach, Oregon
Approximately 3/4 mile from the ocean
Emergency Repairs

Diving inspection of the northern-most river pier (Pier 2, see attached drawing) of the Rogue River Bridge at Gold Beach, Oregon, made 14 days ago showed marine borer damage to some of the wooden foundation pile supporting the bridge. Scour to approximately 34' below low tide at two corners of the pier exposed the piles and allowed infestation.

Because of the nature and magnitude of the damage it is necessary that corrective work be accomplished on an emergency basis. This work consists of cutting off the infested piles to expose sound wood, driving steel "H" piles around the periphery of the seal (pier foundation) and construction of a concrete skirt around the seal. (See attached drawing). The work will be contained inside a steel cofferdam constructed around the pier which will be cut off at top of seal and left in place. Some excavation will be required to allow inspection of additional peripherial foundation piles and placing of the underwater concrete. A riprap blanket approximately 20' wide will be placed all way around the cofferdam, as additional protection against future scour.

The work will require use of a barge mounted crane, supply barge and tug at the site. This equipment will be marked in accord with the usual rules of the road.

In order to inspect for similar damage at the other main channel piers (piers 3, 4, 5 and 6 on attached drawing) it will be necessary to excavate to below the bottom of the seal. This inspection work will be done concurrently with the repairs at Pier 2. If repair work is found to be necessary at these additional piers you will be notified.

We are currently in contact with capable contractors and will negotiate a contract for the Pier 2 repair work very shortly. This emergency repair work should begin within a week or 10 days. Completion is anticipated within 60 days. We are contacting the Oregon DEQ, Fish Commission, Game Commission, and U. S. Bureau of Sports Fisheries for approval of this work.

Your approval to perform this emergency work is requested.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

**Attachments**

RWE:smd js

bc: F. B. Klaboe
A. E. Johnson
H. S. Coulter
D. H. Moehring
W. J. Hart
A. Shirley, Jr. w/att.
Eugene Ash w/att.

8088

November 4, 1974

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Green:

Rogue River Bridge at Gold Beach
Oregon Coast Highway
Curry County

The subject structure was constructed in 1930 under Federal-Aid Project 124-B. Annual inspection of the bridge in 1973 and prior did not indicate exposure of foundation pile or structural deficiency. This year, routine subsurface inspection revealed streambed scour to four feet below the bottom of the seal in two locations at pier 2. Diver inspection of the wood foundation pile under the seal revealed extraordinary damage caused by marine borers. Approximately 25 of the accessible piles have been completely destroyed. Extent of damage, if any, to piles not exposed by scour is unknown.

Since the 1973 inspection did not reveal excessive scour, it is apparent that the extreme scour found during the 1974 inspection resulted from high water occurring in the interim. In January 1974, the river gage at Agness (gage closest to the mouth of the river) indicated a flood flow of 215,000 cfs. This was only 75,000 cfs less than the 1964 flood flow.

Extreme flooding conditions in Curry, Josephine and Jackson Counties during January 1974 resulted in these counties being included in the disaster area declared by the Governor of the State of Oregon. The flow in the Rogue River was affected by run off occurring in these counties.

High tide on January 16, peak of flood at Gold Beach was 7.1 feet, mean high tide is 5.8 feet. Thus a higher than average tide occurred simultaneously with the flooding and added to the intensity of its effects.

The combination of flooding, high tide and harbor revisions which have occurred in recent years evidently created conditions which caused the scour. Thus the scour which allowed marine borer infestation and the resultant damage was due to extreme river flow conditions within the disaster area declared by the Governor.

Because of the singular importance and criticality of this bridge, the damaged pier foundation must be reconstructed immediately. The pier must also be protected from further damage by marine borers which obviously infest this area.

The highway users need for a safe, serviceable highway facility can only be assured by repairing this extraordinary damage.

In the past the FHWA has expressed special concern over problems peculiar to bridges and has expanded Federal-aid participation to include such areas. This concern is expressed in IM 21-12-71 which states, "To ameliorate the ever increasing danger of a serious failure and to prestall total bridge replacement, it is the intent of this memorandum to expand Federal-aid participation to include certain work on existing structures where this work is judged to be other than maintenance. ... If the work is classified as reconstruction, then the appropriate Federal-aid fund participation, other than Interstate, may be used in the costs of reconstruction. ... The general type of work judged to be reconstruction and eligible for Federal-aid is as follows: correction of inferior geometric and/or safety details, as well as structural deficiencies."

It is apparent that FHWA considers certain damage to structures to be outside the realm of maintenance work required by normal wear and tear.

In Vol. 6, Chapter 4, Section 3, subsection 1, para. 9a, of the Federal-Aid Highway Program manual, the Division Engineer's attention is directed to the fact that there are problems or damage which is due "to factors or conditions considered to be beyond the corrective scope of reasonable maintenance activities."

The guidelines presented in IM 21-6-72 indicate that the field condition survey should identify "structures that are not structurally sound or that with normal maintenance will not provide reasonable service."

The damage at pier 2 of the Rogue River Bridge falls into these categories. This damage is considered to be "other than maintenance" and in the category of "reconstruction". It is now a "structural deficiency", is "beyond the corrective scope of reasonable maintenance activities" and "with normal maintenance will not provide reasonable service." The work required at this pier is actually "reconstruction" and as such "the appropriate Federal-aid fund participation" should "be used in the costs of reconstruction."

In the past State funds were available to perform this type of work and Federal Aid was not requested. The current financial situation, braught on by the oil crises, coupled with escalated construction costs has severely reduced the available funds which the State can apply towards this extraordinary type work.

We believe that an emergency exists in that closure of this structure will disrup transportation by cutting the Coast Highway where it links Oregon with California, loss of the bridge would adversely affect the economy of all nearby communities and the general geographic area. No detours around this site exists except for a long circuitous route involving more than 100 miles of out of direction travel.

Because of the emergency situation which exists, we propose to enter into a negotiated contract for the required reconstruction work. We also plan to do the excavation work at other river piers necessary to allow inspection of the piling and to provide protection as required. The estimated cost of the work is $400,000.

We request that this reconstruction work be approved for Emergency Relief funding or Federal Aid Primary funding if ER funds are not available.

It is our intention to negotiate a contract to accomplish this work without delay and request your approval of October 30, 1974 as the date established for Federal Aid eligibility.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

RWE:js
bc: F. B. Klaboe
A. E. Johnson
H. S. Coulter
D. H. Moehring
L. W. Rulien
W. J. Hart
A. Shirley, Jr.
D. E. Swan
Eugene Ash
Attachment

8088

J

**OREGON STATE**
**HIGHWAY DIVISION**

**REGION 3**

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

FILE: MAI 14-1

Mr. Bill Peckham
Hamilton Construction Co.
P. O. Box 658
Springfield, OR 97477

November 1, 1974

Re: Repairs to Pier No. 2
Rogue River Bridge
Gold Beach, Oregon

Dear Mr. Peckham:

We accept the proposal as outlined on the Bid Proposal and your letter dated 10-30-74 for repairs to our structure at Gold Beach, Oregon. Since you elected to deviate slightly from the original proposal sheet, we will include additional clarifying unit costs in this letter which, when fully executed, will constitute the contract agreement.

Hamilton Construction Co. agrees to furnish all necessary labor, materials, equipment and support facilities to complete repair work as outlined on Dwg. No. 30103 "Mouth of Rogue River, Pile Repair Details". Copy attached. All materials and workmanship will conform to "Standard Specifications for Highway Construction", Oregon Highway Division 1974, where applicable. Pay items and quantities are as outlined in Bid Proposal (attached). Items No. 1, 3, 4, 5, 6, 8, 9, 10, 11, 12 and 13 and other special items as herein outlined.

Pay items will conform to Standard Specifications for Highway Construction where applicable except on Item 1, Mobilization, which will be based on actual expenditures for progress estimates.

1. Flagging labor costs will be at actual labor cost where required to deliver materials causing one-way traffic on the Rogue River Bridge.

NOTED
H.S. COULTER

RECEIVED
NOV 4 1974
Office of
Assistant State Highway Engineer

2. Non-working days are days when, in the opinion of the Resident Engineer, it is unwarranted to pursue completion of the repair work due to inclement weather, poor underwater visibility or other reasons that make it necessary to suspend operations temporarily. The pay item will be non-work days or a portion thereof. Compensation will be based on actual rental costs, actual labor cost and a negotiated standby rate for Hamilton Construction Co.-owned equipment.

3. If weather or water conditions are such that an extended suspension is warranted considering the current condition of the structure, such extended suspension will be negotiated based on actual increased cost to Hamilton Construction Co.

4. If weather and water conditions are such that overtime and multiple shifts are economically justified to avoid future exposure, such additional charges will be subject to a negotiated proposal for adjustment in compensation.

As outlined in the original Bid Proposal, anticipated extra work at Piers 3, 4, 5 and 6 will be at force account rates.

Agreed to and accepted by all parties undersigned, including attachments - Dwg. 30103, Bid Proposal, and Hamilton Construction Co. letter.

for Regional Engineer

ES Hunter 11-1-74
Assistant State Highway Engineer

William R. Peckham
Signed - Hamilton Construction Co.

BRIDGE CONTR[illegible]RS & ENGINEERS

**HAMILTON CONSTRUCTION CO.**

POST OFFICE BOX 858, SPRINGFIELD, OREGON 97477
TELEPHONE (503) 746-3425

HARRY I. HAMILTON, President
WILLIAM T. PECKHAM
JACK I. HAMILTON

ROSEBURG
RECEIVED
NOV - 1 1974

October 30, 1974

Mr. James J. Gix
Regional Maintenance Engineer
Department of Transportation
P.O. Box 1128
Roseburg, Oregon 97470

Gentlemen:

Our proposal for the Rogue River Bridge repairs is included. We propose to use a 50 ton crawler crane on a portable, sectional barge, along with a second sectional barge for material storage and a work platform. We would use one of the traffic lanes on the bridge at times, during work hours, for delivery of concrete, rip rap, and other items.

We propose to start work on November 11th and complete in thirty (30) straight time, single shift working days.

Our proposal is conditioned on the following:

1. Item #5 - Divers Bottom Time is to pay for the diver and tender when on the job available for work and not paid for on standby time.

2. Item #6 - Divers Standby Time is to pay for the diver and tender when ordered to standby, ~~not ready to dive~~. WTP

3. We have not WTP included any divers time in the other bid items. All ~~underwater~~ DIVING work on excavation, cofferdam, cut off, steel pile, Class "A" Concrete, and pressure grouting would be paid for under item 5 and 6.

4. We have not included overtime or multiple shift allowance in our proposal. We would accept direction from you on that matter, depending on the weather and the extent of work as it develops. We would negotiate appropriate rates to cover any additional compensation.

5. We have not included any allowance for non-working days because of bad weather or other causes. We would expect to negotiate an hourly or daily rate for the crew and equipment which would be applicable for weather days, standby days, or extra work.

6. We have included only the signing and barricades required and would expect compensation for flagging as an extra work item.

We have one of our top Superintendents and Project Managers standing by ready to start work on this job if our firm is selected. Our past record on emergency work of this kind speaks for itself.

Thank you for inviting us to prepare this proposal.

Very truly yours,

HAMILTON CONSTRUCTION CO.

William T. Peckham

William T. Peckham
Vice President & General Manager

WTP/cp
Enc

# BID PROPOSAL
# ROGUE RIVER BRIDGE REPAIRS
## OREGON COAST HIGHWAY
## CURRY COUNTY

| NO. | | ITEM AND QUANTITY | | UNIT | UNIT PRICE | AMOUNT |
|---|---|---|---|---|---|---|
| 1 | | Mobilization | (7 to 30 days) | Lump Sum | $ | $130,000$^{00}$ |
| 2 | (or) | Mobilization | (30 to 50 days) | Day | | No Bid |
| 3 | | Sheet Piling (Coffer Dam) | — | Lump Sum | 90,000$^{00}$ | 90,000$^{00}$ |
| 4 | | Excavation | — | Lump Sum | 20,000$^{00}$ | 20,000$^{00}$ |
| | | (or alternate basis)<br>Excavation | | Hour | | No Bid |
| 5 | | Diver's Bottom Time | 250 | Hour | 82$^{00}$ | 20,500$^{00}$ |
| 6 | | Diver's Standby Time | 250 | Hour | 42$^{00}$ | 10500$^{00}$ |
| 7 | | Diver's Tender | 500 | Hour | No | Bid |
| 8 | | Cut-off Existing Piles | 25 | Each | 200$^{00}$ | 5000$^{00}$ |
| 9 | | Furnish Piling<br>(Min. 10BP42) | 1360 | Lin. Ft. | 12$^{00}$ | 16,320$^{00}$ |
| 10 | | Drive Piling | 34 | Each | 600$^{00}$ | 20,400$^{00}$ |
| 11 | | Splice Piling | 5 | Each | 300$^{00}$ | 1500$^{00}$ |
| 12 | | Class "A" Concrete<br>(7 sack) Mix | 250 | Cu. Yd.<br>(Batch Measure) | 75$^{00}$ | 18750$^{00}$ |
| 13 | | Rip Rap | 500 | Cu. Yd. | 20$^{00}$ | 10,000$^{00}$ |
| 14 | | Pressure Grouting | 100 | Sack | 50$^{00}$ | 5000$^{00}$ |

Total amount of Bid $347,970$^{00}$

**Anticipated Extra Work:**

Excavate at Piers 3, 4, 5 and 6 to allow inspection by state divers.

**Note:** All bid proposals shall include a work schedule.

SIGNATURE William T Peckham
REPRESENTING Hamilton Construction Co

8088

**OREGON STATE HIGHWAY DIVISION**
**INTER-DEPARTMENT CORRESPONDENCE**
Salem, Oregon

**DATE** October 30, 1974

**TO** MEMO TO THE FILE

**FROM** A. E. Johnson
Deputy State Highway Engineer

**SUBJECT** Oregon Transportation Commission Meeting
Highway Division Agenda
October 30, 1974

com 5-1

AGENDA ITEMS:

All items on the Highway Division Agenda for the October 30 meeting were approved.

NOA ITEMS:

8088

Mr. F. B. Klaboe requested and received approval to do repair work on the Rogue River Bridge on a negotiated contract basis after receiving proposals from several contractors. This work is for repairs to one pier due to damage by marine borers and for excavation around and inspection of the remaining piers to determine if other repairs are also needed. Financing under Federal-aid is being investigated. The estimated cost is $225,000.

DELEGATIONS:

No delegations appeared at the meeting.

NEXT MEETING DATE:

com 5

The next meeting of the Oregon Transportation Commission has been set for Monday, November 25 at 10 a.m.

AEJ:ja

cc Transportation Commission
C. W. Head
George M. Baldwin
F. B. Klaboe
E. S. Hunter
H. S. Coulter
R. L. Schroeder
R. B. Sipprell
J. B. Boyd
V. E. Skoog
Gary Sund
D. G. Talbot
R. N. Bothman
H. S. Cox
C. O. Fredrickson
L. E. George
E. L. Hardt
W. J. Hart
R. P. Hamilton
Gene Huntley
John C. Jenkins
Carroll Keasey
D. H. Moehring
Gary Potter
R. E. Royer
L. W. Rulien
W. E. Schwartz
Alfred Shirley
J. H. Versteeg
Carl Williams
V. D. Wolfe
Walter L. Barrie
Jack Sollis
Federal Highway Administration

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FORM 81-734-8030

**OREGON STATE HIGHWAY DIVISION**
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
October 29, 1974

FILE:

Bridge No. 1172A

ORIGINAL SIGNED
R.W. ELLISON

FROM: R. W. Ellison
Bridge Administration Engineer

TO: Memo to the File

SUBJECT:

Rogue River Bridge at
Gold Beach
Bridge 1172A
Emergency Repair Approval

NOTED
E. S. HUNTER

Today I called Ronald O. Weaver, Fishery Biologist, with the U.S. Bureau of Fisheries & Wildlife, Department of the Interior, regarding emergency repairs necessary at pier 2 of the subject structure. Mr. Weaver put Mr. Ronald L. Brockman on the line also.

I explained that we have experienced scour at pier 2 which has exposed the wooden foundation piling at two opposite corners of the pier. The bottom of the pier seal is at elevation -30 and the scour extends to approximately elevation -35. The scour has exposed the foundation piling and allowed them to be damaged by marine borers. This necessitates immediate remedial action. This action will consist of installing a steel cofferdam all the way around the seal and approximately 4 feet out from same, cutting off damaged piling, driving steel "H" piling around the periphery of the seal and pumping concrete under the seal inside the cofferdam in the scour areas.

In the remaining areas, the sand will be excavated from inside the cofferdam as necessary to expose the two outer rows of foundation pile under the seal for inspection. If damaged piles are discovered, they will be cut off. Steel "H" piles will then be driven at the periphery of the seal and the excavated area filled with pumped concrete. The 4-foot space between the outside of the seal and the cofferdam will then be pumped full of concrete to approximately the top of the seal. All of this work will be done underwater and the cofferdam, which will extend only to the top of the seal, will not be dewatered.

A blanket of riprap, approximately 20 feet wide, will then be placed around the cofferdam. This will re-establish the initial integrity of the pier foundation and prevent damage from future scour.

While work is being done at pier 2, inspection of the foundation piling at the four center river piers will also be done. This will require excavation in the low areas at each pier to below the concrete seals. This excavation will allow divers to visually inspect the outer rows of foundation piles. If no damaged piles are found at these piers,

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additional work will not be necessary. If damaged piling are encountered, the work plan necessary for repair of the piles will be presented to interested parties prior to commencement of repair activity.

Mr. Weaver and Mr. Brockman indicated approval of the plan as outlined but had some concern for "plumes" of silt which might occur in the water as a result of excavation at the four center pier. In accord with their suggestion, the Corps of Engineers will be contacted regarding this excavation.

RWE:dh

cc E. S. Hunter
H. S. Coulter
D. H. Moehring
Alfred Shirley
L. L. Wallace
Eugene Ash
Ronald O. Weaver /w/ attachment

8088

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: Br. 1172A

ORIGINAL SIGNED
R.W. ELLISON

October 29, 1974

Salem, Oregon

**FROM:** R. W. Ellison R.W. Ellison
Bridge Administration Engineer

**TO:** Memorandum to the File

**SUBJECT:**

Rogue River Bridge at Gold Beach
Oregon Coast Hwy.
Emergency Repair Approval

NOTED
E. S. HUNTER

Today I called Donald Keyes of the Location Section and asked him to contact the Corps of Engineers relative to their interest in the repairs necessary at Pier 2 of the subject structure.

Don called back later and said that the Corps indicated no interest in the project. The Corps stated that since the repair work at one pier and investigation at four other piers are related to the bridge itself, it is the Coast Guard's jurisdiction and the Corps has no interest.

RWE/ag

cc ~~E. S.~~ Hunter
H. S. Coulter
V. D. Wolfe
A. Shirley
E. Ash
D. Trout
L. L. Wallace

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ASSISTANT STATE HIGHWAY ENGINEER

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Form 81-734-2020

**OREGON STATE HIGHWAY DIVISION**
INTER-OFFICE CORRESPONDENCE
October 29, 1974
Salem, Oregon

FILE: Br. 1172

ORIGINAL SIGNED
R.W. ELLISON

**FROM:** R. W. Ellison
Bridge Administration Engineer

**TO:** Mr. Alfred Shirley
Region 3 Engineer

SUBJECT:

Rogue River Br. at Gold Beach
Emergency Repairs
Division of State Lands Permit

The repair work at Pier 2 and excavation to facilitate inspection at Piers 3 through 6 for the subject structure will require a Division of State Lands Permit.

The Division of State Lands will only issue the permit in the name of the contractor. The Highway Division will pay the required fee and make the actual application.

In order to accomplish this, please have the attached application filled in for each item marked with a red X as soon as the contractor is selected. The contractor's representative must sign on the second page and show his title.

After the required information is added, please return the completed application to this office for permit processing. A copy of the permit will be forwarded to you as soon as possible.

RWE/ag
Attach.

cc H. S. Coulter
Don Trout
L. L. Wallace
Eugene Ash

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[illegible] 1974
[illegible] Engineer

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Form 81-734-3030

**OREGON STATE HIGHWAY DIVISION**
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
October 29, 1974

FILE:

Bridge No. 1172A

**FROM:** R. W. Ellison R.W. Ellison
Bridge Administration Engineer

**TO:** Mr. Eugene Ash
Resident Engineer

**SUBJECT:**
Rogue River Bridge at
Gold Beach
Bridge No. 1172 A
Emergency Repairs
Coordination with other agencies

NOTED
E. S. HUNTER

During my telephone conversations with the Fish Commission, Game Commission, and DEQ regarding approval of the emergency repair work required at the subject structure, a coordination with these agencies was mentioned.

To accomplish this, the local representatives of these agencies should be contacted and appraised of the proposed work schedule. Continuous contact with the local representatives should prevent environmental problems from arising.

RWE:dh

cc E. S. Hunter
H. S. Coulter
Alfred Shirley
D. L. Trout
Glenn Carter, DEQ
Ron Hasselman, Fish Commission
Jim Lauman, Wildlife Commission

P.S. I understand that Mr. Arno G. Riikula is the local representative at Gold Beach for both the State Fish Commission and Wildlife Commission.
RWE

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FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**
**INTER-OFFICE CORRESPONDENCE**
Salem, Oregon
October 29, 1974

**FILE:**

Bridge No. 1172A

**FROM:** R. W. Ellison
Bridge Administration Engineer

**TO:** Memo to the File

**SUBJECT:**

Rogue River Bridge at
Gold Beach
Bridge 1172A
Emergency Repair Approval

NOTED
E. S. HUNTER

Today I called Mr. Christianson with the Coast Guard in Seattle regarding our problem at pier 2 of the subject structure. I explained the problem in a manner similar to that outlined in my memo to the file yesterday about my contact with the Fish Commission, Game Commission, and DEQ. I also informed Mr. Christianson that a letter explaining the problem and asking for their approval to do the work is on its way to his office.

Mr. Christianson expressed approval of the repair program as outlined and indicated the Coast Guard will give formal approval in their answer to our letter.

RWE:dh

cc E. S. Hunter
H. S. Coulter

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OCT 30 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

3088

**OREGON STATE**
**HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE October 28, 1974

TO
Transportation
Oregon ~~Sxxxxxxxxxxy~~ Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Rogue River Bridge at Gold Beach**
**Emergency Repairs**

Recent routine underwater inspection of the Rogue River Bridge on the Coast Highway at Gold Beach disclosed marine borer damage to some of the wooden foundation piles at one of the river piers. River currents have caused scour holes in the river bottom at two diagonally opposite corners of the foundation. These holes extend up to four feet below the bottom of the foundation concrete. This lowering of the river bottom allowed marine borers to infest some of the wooden piling under one corner of the foundation. The extent of damage has not been determined exactly but appears to involve at least 20 piling. Exposed piles under the opposite corner of the seal appear to be sound.

Although there is no danger of serious bridge failure now, immediate action is necessary in order to prevent additional damage which could become serious. This action includes repair of damaged piles, inspection for possible additional damaged piles, cutting off any additional damaged piles, installing steel "H" piles, construction of a concrete and steel sheet pile skirt around the existing foundation and placement of riprap around the pier. This will re-establish the full integrity of the original foundation and protect against future undermining by scour.

Excavation of the river bottom around the remaining river piers to allow inspection of wooden foundation piles and accomplishment of any needed repairs is also deemed necessary.

The cost of anticipated work is estimated to be $225,000. This includes repairs at the scoured pier and inspection of the other river piers. If repair is found necessary at the other piers, it will be the subject of an additional request.

Because of the urgency of this situation, we have contacted several contractors capable of doing this work and have requested that they submit proposals. We intend to do the work on a negotiated contract basis as soon as possible.

The financing of this project under federal aid is being investigated. If that source is not available, financing will be with state funds. Your authority to proceed immediately with the work is requested.

This matter will appear as an NOA item for your consideration at the October 30 meeting of the Commission.

bc: C. W. Head
George M. Baldwin
A. E. Johnson
E. S. Hunter
Walt Hart
V. E. Skoog
Gary Sund
Jack Graham
A.fred Shirley

RWE:ag:dh srb

J

#8088

10-28-74

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSACTION NUMBER 12-29

## TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 10-28-74

BY (Signature): L.W. RULIEN'S 11-29-74 LETTER

TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☒ FAP ☐ FAU ☐ FAS ☐ OTHERS ____

STAGE 1*: ITEM NOS. ____ THRU ____

STAGE 2: ITEM NOS. 26 THRU ____

| ITEM NO. | PROJECT NOS. | LENGTH (Miles) | TOTAL ESTIMATED COST | FEDERAL FUNDS | OTHER IDENTIFICATION AND/OR REMARKS (State): LOCATION | WORK |
|---|---|---|---|---|---|---|
| 26 | RF-124(24) | 0.217 | 465,913 | 364,213 | ROGUE RIVER BRIDGE (GOLD BEACH) SECTION CURRY COUNTY STATE OF OREGON. U.S. HIGHWAY 101. | PRELIMINARY ENGINEERING, RECONSTRUCT BRIDGE FOOTINGS AS REQUIRED. |

12-10-74
ORIGINAL TO
L. W. Rulien

REMARKS (Division)

Hunt
FOR

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DEC 10 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

| RECOMMENDED | | APPROVED | |
|---|---|---|---|
| DATE | SIGNATURE AND TITLE | DATE | SIGNATURE AND TITLE |
| | | 10-28-74 | G. L. GREEN, DIVISION ENGINEER |

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-890

8088

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FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

NOTED
H. S. COULTER

FILE: MAI 14-1

INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
October 18, 1974

ORIGINAL SIGNED BY JAMES J. GIX

FROM: JAMES J. GIX
Regional Maintenance Engineer

SUBJECT: Pier Inspection
Rogue River Bridge
Gold Beach

TO: Walter J. Hart
Bridge Engineer

copy in Ont 9.15-1

On Monday, October 14, 1974, you requested that I pursue the uncovering and inspection of all foundation piling in the periphery of all the river piers at subject location.

Subsequent analysis of pier soundings through the years by myself and Gib Anderson indicates that the proposed inspection would be a major undertaking. The material to be removed is predominately river gravels and would vary in depth from 8' to 25' to the bottom of the seals. This would require excavation with a clamshell or a suction drege of approximately 6000 C.Y. We will require a permit from Division of State Lands since the exploratory work is not emergency in nature. The Wildlife Commission will not approve this operation during the fall Chinook run.

I would recommend that we pursue the investigation on a modified basis by exposing the front of the pier on Piers 3 and 6 where scour holes are evident. This work can be done as a part of the repair work needed on Pier 2. As soon as a permit is obtained for the work, it could be performed at a modest additional cost.

Our records indicate a continuing problem at Pier 2 since 1932. We have had scour and deposition of concern only at this one pier which would substantiate a conservative approach toward exposing foundation piling on this structure.

JJG/cw

cc D. H. Moehring
H. S. Coulter

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STATE HWY ENGR
OCT 21 74
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

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OCT 21 1974
Office of
[illegible] State Highway Engineer

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FORM 2-20

**OREGON STATE HIGHWAY DIVISION**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE January 30, 1974

TO Mr. W. A. Tison
Resident Engineer

ORIGINAL SIGNED
WALTER J. HART

FROM Walter J. Hart
Bridge Engineer

NOTED
E. S. HUNTER

SUBJECT Remodeling of Bridge at
Mouth of Rogue River
Bridge 1172

We have studied your proposal to reconstruct the subject bridge by supporting the south approach on two arch ribs permitting the construction of a 32-foot roadway under the bridge.

The proposal appears to be feasible and our estimate of cost is $119,000. This includes an allowance of 40% for engineering and contingencies. We are returning your set of plans for this structure.

PMO/ag

Encls.

cc E. S. Hunter
A. Shirley

RECEIVED
JAN 31 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8089 Pacific Hwy. E at Gloucester 1974
St. (Gladstone) Sec.
(Traffic signal installation)

OREGON STATE
HIGHWAY DIVISION

# HIGHWAY DIVISION INVOICE

NO. 119816 T.

FORM [illegible]

| DATE | BILLING REQ. NO. | YOUR ORDER NO. | CREDIT DISTRIBUTION |
|---|---|---|---|
| 6-16-76 | cc-1579 | | 3-0612-299 |

CODE: GLADSTO
City of Gladstone
ATTN: Leonard A. Strobel, City Administrator
City Hall
Gladstone, OR 97027

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION
SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

| DESCRIPTION | | QUANTITY | UNIT PRICE | TOTAL PRICE |
|---|---|---|---|---|
| FINAL BILLING: TOPICS Project T-5025(29)<br>Pacific Hwy. E. at Gloucester St.<br>City of Gladstone | | | | |
| Contract No. 8089<br>Covered by Agreement dated 4-16-74 | | | | |
| CLR-DT File No. T-5029(29) | | | | |
| City's Share per Attached Statement | $6,441.79 | | | |
| City's Advance Deposit | 6,270.00 | | | |
| Amount Due From City | | | | $171.79 |

RECEIVED
COUNTY & CITY SECTION
JUN 17 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ■ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

OREGON STATE HIGHWAY DEPARTMENT

Form A-1[illegible]—(7-[illegible])
SP*7294

# Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Gladstone
City Hall
Gladstone, Oregon 97027
Attention of Mr. Leonard A. Strobel
City Administrator

Request No. (assigned by staff engineer or head of division) cc-1579

Date June 2, 1976

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

FINAL BILLING: TOPICS Project T-5025(29)
Pacific Hwy. E. at Gloucester St.
City of Gladstone

Contract No. 8089
Covered by Agreement dated 4-16-74

Itemized Statement: CLR-DT File No. T-5029(29) Advance Deposit $6,270.00

| Quantity | Unit | Description | Unit Price | Amount |
|---|---|---|---|---|
| | | City's Share per Attached Statement | $6,441.79 | |
| | | City's Advance Deposit | 6,270.00 | |
| | | Amount Due From City | | $ 171.79 |
| | | (Attach itemized statement to invoice.) | | |

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $6,270.00

Is this a partial or final request for billing? FINAL

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution: 3-0612-299

Submitted by: GEZ
Gary E. Zehner, Urban Program Engr.

Approved:
Division Engineer

Approved: ☐ ENGR ☐ ASST. ☑ OE ☐ AE ■ UE ☒ UPE ☑ CE ☐ DE ☐ RPE ☐
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

# OREGON STATE HIGHWAY DIVISION

**ITEMIZED STATEMENT OF FINAL COSTS** **DATE:** June 2, 1976

**CITY** Gladstone **Contract No.** 8089 **Date Completed** 9-22-75

**PROJECT #** T-5025(29) **Section** Pacific Hwy. East at Gloucester St.

**PAYMENTS TO CONTRACTOR**

| ITEM | TOTAL COST |
|---|---|
| Preliminary Engineering | $ 2,988.19 |
| Payments to Contractor | 45,798.85 |
| SFO No. 1, Permanent Striping | 143.02 |
| Construction Engineering | 5,569.39 |
| Equal Opportunity Program Expense | 440.67 |
| Interest Paid to Contractor | 15.63 |
| TOTAL COST | $54,955.75 |
| Federal Funds Collected | 42,072.16 |
| Amount to be Shared by State and City | $12,883.59 |

City's Share per Agreement Dated 4-16-74

50% of $12,883.59 = $6,441.79
City Advance Deposit 12-3-74 = 6,270.00

Amount Due From City $ 171.79

**Reference: Billing Form** cc-1579

(ORIGINAL) Final Voucher

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

*(PPM 30-6)*

D.O. VOUCHER NO.

VOUCHER NO.

SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem, Oregon 97310

PAID BY
(For use of Paying Office)

STATE: Oregon

FEDERAL AID PROJECT NO.: T-5025(29) GLADSTONE

VOUCHER PERIOD: FROM 5-1-74 TO 3-9-76

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

| TOTAL ACTUAL COST | TOTAL PARTICIPATING COST | PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S. | TOTAL AMOUNT CLAIMED FROM U.S. | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED | APPROVED FOR PAYMENT (Payee must not use this column) |
|---|---|---|---|---|---|---|
| $54,938.39 | $53,807.60 | 78.19 | $42,072.16 | $42,072.16 | $ 0.00 | |

**I CERTIFY** that the costs shown in this voucher are true and correct; the net amount claimed is due and payable as the Federal share of the participating costs incurred by the State under terms of the project agreement, applicable State and Federal law, regulations and requirements; no claim has been presented to, or payment made by, the United States for the amounts for which payment is claimed herein.

| STATE HIGHWAY DEPARTMENT | | SIGNATURE OF AUTHORIZED OFFICER |
|---|---|---|
| Oregon | *SIGN ORIGINAL ONLY* | V.E. Skoog<br>Controller |

**I CERTIFY** that the herein described project and supporting records have been inspected by me, or by an employee of the Federal Highway Administration and are in accordance with the project agreement and that the amount herein approved is justly due.

ACCOUNT SUBMITTED FOR
$ 0.00

DIFFERENCES *(Herein explained)*

APPROVED FOR
$

*SIGN ORIGINAL ONLY*

Signature of FHWA representative

FORM PR-20 (6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

| ITEM NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS (Payee must not use this column) |
|---|---|---|---|---|---|---|
| | Pacific Hwy. E. At Gloucester St. (Gladstone)<br>Clackamas County | | | | | |
| | Preliminary Engineering<br>Type Code P.E.<br>State | All | Required | | $ 2,988.19 | |
| | Construction<br>Type Code Y031<br>Traffic Signals (Sta. 67+38.13 P.O. T.="G" 10+00.00)(Contract 8089)<br>Final Contract Payment Summary | | Lump Sum | | $45,798.85 | |
| | Construction Engineering<br>State | All | Required | | 4,579.89 | |
| | Misc. Project Costs<br>Equal Opportunity Program Expense | All | Required | | 440.67 | |
| | TOTAL PARTICIPATING COSTS | | | | $53,807.60 | |
| | Nonparticipating Items | | | | | |
| | Interest Paid to Contractor | All | Required | | 15.63 | |
| SFO | #1 Permanent Striping | All | Required | | 143.02 | |
| | Construction Engineering | All | Required | | 972.14 | +17.36 = 989.50 |
| | TOTAL NONPARTICIPATING COSTS | | | | $ 1,130.79 | |
| | TOTAL COSTS | | | | $54,938.39 | |
| | Prepared based on costs shown on Federal Billing as of April 15, 1976. | | | | | |
| | AMOUNT CARRIED FORWARD........... | | | | | |

# FINALED FA PROJECTS

| FAP No. | Contr. No. | Prefix | Description | FA Funds | Date |
|---|---|---|---|---|---|
| I-80N-1(36) | SFO | 626-1081 | Sundial-Troutdale Interch. | 22,022.40 | 5-28-76 |
| I-80N-7(23) | 7260 | 601-1067 | Nelson Pt. RR Shoofly | 202,956.59 | " |
| RS-550(1) | 8005 | 507-1042 | McKay Cr. Br. | 51,971.77 | " |
| M-T-5029(1)<br>T-M-5029(1) | 8163 | 33-0601<br>33-0602 | Cherry HQ's Rd - Wright St. (The Dalles) | 140,013.50 | " |
| T-5002(2) | 7948 | 15-0605 | Wightman St. - Walker Ave. (Ashland) | 67,542.30 | " |
| T-5012(3) | 8115 | 17-0604 | S.E. 7th @ "L" St. & N.E. 9th @ "F" St. (Grants Pass) | 27,982.58 | " |
| T-5016(1) | — | 31-0601 | City of LaGrande (Urban Area) | 3,664.87 | " |
| T-5017(4) | 8140 | 22-0606 | Santiam Hwy @ Milton St. (Lebanon) | 26,238.09 | " |
| T-5025(29) | 8089 | 3-0612 | Pacific Hwy E @ Gloucester St (Gladstone) | 42,072.16 | " |
| T-5028(3) | 8031 | 24-0604 | State St @ Broadway St. N.E (Salem) | 98,997.11 | " |

```
   [illegible]     00 P 1                                                          [illegible]     74
   9[illegible]5   00 P 1                                     215.54               215.54          75
   TOT             P1                  121.54                 2[illegible],7[illegible]7.[illegible]   34,[illegible]5.7[illegible]
   TOT             N1                                         1,366.90CR           1,3[illegible]2.63CR
 ** JOB TOTALS **                      121.54 **              2[illegible],431.03 **   3[illegible],[illegible]3.15 **

                                                                                                STATE
 [illegible]  NOS T   525029 100
   [illegible]     00 P 1                                     31,516.62            45,798.85       75
   [illegible]     00 N 1                                     714.11               714.11          75
   [illegible]     00 N 9                                                          714.11CR        75
   [illegible]     00 N 1                                     15.63                15.63           76
   27[illegible]   01 P 1              143.[illegible]CR                                           75
   278             01 N 1              143.[illegible]        143.[illegible]      143.[illegible] 76
   2[illegible]6   00 N 9              4[illegible]           [illegible]CR        [illegible]     7[illegible]
   2[illegible]8   00 N 9              4[illegible]CR         [illegible]          [illegible]     7[illegible]
   900             00 P 1              9[illegible]CR         [illegible].71       5,[illegible]   7[illegible]
   900             00 N 1              916.81                 [illegible].42       [illegible]
   901             00 P 1                                                          [illegible]     7[illegible]
   905             00 P 1                                                          [illegible]     7[illegible]
   911             00 P 1              [illegible]CR          [illegible]CR        [illegible]     74
   911             00 N 1              .[illegible]           .[illegible]                         7[illegible]
   913             00 P 1                                                          [illegible].21  7[illegible]
   920             00 P 1                                                          [illegible].14  74
   921             00 P 1                                                          [illegible].48  74
   [illegible]23   00 P 1              .[illegible]CR         .[illegible]CR       276.19          74
   [illegible]23   00 N 1              .[illegible]           [illegible]                          74
   [illegible]     00 P 1                                     440.67               440.67          75
                   P1                  1,[illegible]CR        3[illegible]         5[illegible]0
                   N1                  1,[illegible]          1,[illegible]        1,[illegible]
                   N9                                                              [illegible]CR
 [illegible] TOTALS **                 17.36 **               [illegible],[illegible]05.18 **   [illegible]4,[illegible] **

                                                                                                ST[illegible]
 FA P [illegible]S T   503001 100                             1.27CR               1.27CR          3
                   00                                         247.74CR             3,[illegible]3.17CR   71
                   00 N 9                                     249.01               3,[illegible]4.44     71
   2[illegible]    00 N 9                                                          1[illegible]5.76      74
 [illegible] 9[illegible] 00 P 1                              60.76                60.76           75
 0[illegible] 90[illegible] 00 P 1                            320.9[illegible]     5,0[illegible]5.06    71
 06  911           00 P 1                                                          .11CR           74
 36[illegible] 911 00 N 1
   TOT             00                                         1.27CR               1.27CR
   TOT             P1                                         381.66               5,191.55
   TOT             N1                                                              .11CR
   TOT             N9                                         1.27                 1.27
 ** JOB TOTALS **                      **                     381.66 **            5,191.97 **
```

**Final Voucher**

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U. S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

D.O. VOUCHER NO.

## VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

*(PPM 30-6)*

VOUCHER NO.

APPROPRIATION

3-9-76

SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

**Treasurer of the State of Oregon**

PAID BY

ADDRESS

**Capitol Building**
**Salem, Oregon 97310**

(For use of Paying Office)

STATE **Oregon**

FE[illegible]OJECT NO. **T-5025(29)**

VOUCHER PERIOD: FROM **5-1-74** TO **3-9-76**

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

| TOTAL ACTUAL COST | TOTAL PARTICIPATING COST | PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S. | TOTAL AMOUNT CLAIMED FROM U.S. | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED | APPROVED FOR PAYMENT *(Payee must not use this column)* |
|---|---|---|---|---|---|---|
| $54,938.39 | $53,807.60 | 78.19 | $42,072.16 | $42,072.16 | $ 0.00 | |

| RECEIVED DIVISION OFFICE | FIELD AUDIT MADE | PASSED FOR PAYMENT |
|---|---|---|
| BY DATE | BY DATE | BY DATE |

REMARKS

V.E. Skoog
Controller

Oregon

$ 0.00

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

| ITEM NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS (Payee must not use this column) |
|---|---|---|---|---|---|---|
| | **Pacific Hwy. E. At Gloucester St. (Gladstone)**<br>**Clackamas County** | | | | | |
| | **Preliminary Engineering**<br>Type Code P.E.<br>State | | All Required | | $ 2,988.19 | |
| | Construction<br>Type Code Y031<br>Traffic Signals (Sta. 67+38.13 P.O. T.="G" 10+00.00)(Contract 8089)<br>Final Contract Payment Summary | | Lump Sum | | $45,798.85 | |
| | Construction Engineering<br>State | | All Required | | 4,579.89 | |
| | Misc. Project Costs<br>Equal Opportunity Program Expense | | All Required | | 440.67 | |
| | TOTAL PARTICIPATING COSTS | | | | $53,807.60 | |
| | Nonparticipating Items | | | | | |
| | Interest Paid to Contractor | | All Required | | 15.63 | |
| SFO | #1 Permanent Striping | | All Required | | 143.02 | |
| | Construction Engineering | | All Required | | 972.14 | |
| | TOTAL NONPARTICIPATING COSTS | | | | $ 1,130.79 | |
| | TOTAL COSTS | | | | $54,938.39 | |
| | Prepared based on costs shown on Federal Billing as of April 15, 1976. | | | | | |

AMOUNT CARRIED FORWARD.

FORM PR-20A (6-71)

☆ U.S. GOVERNMENT PRINTING OFFICE : 1973-521-266/5023 3-1

OREGON STATE HIGHWAY DIVISION

# CONTRACT PAYMENT VOUCHER - COVER SHEET

| FISCAL YEAR | PAYEE | VOUCHER DATE | TOTAL AMOUNT |
|---|---|---|---|
|  | Christenson Electric, Inc.<br>11 N.E. Sumner St.<br>Portland, OR 97211 | 12-4-75 | $2,345.00 |

WARRANT NUMBER

CONTRACT NO.: 8089

ESTIMATE NO.: 8F

PERIOD COVERED: to 9/22/75

APPROVED:

DESIGNATED AUTHORITY

Executing the final voucher does not waive your right to submit additional claim(s) as defined in Section 109.15, Standard Specifications for Highway Construction.

For Payment of accounts incurred by the State Highway Division by authority of ORS366.435.

This final claim has been authorized in the above amount.

(DEPUTY STATE HIGHWAY ENGINEER)

## CONTRACTOR'S CERTIFICATE

I, ______________________________ certify that I am ______________________

______________________________ that I have knowledge of the within described and attached claim;
(IF FIRM OR CORP., STATE CAPACITY)

that the foregoing account is correct and just; that the work was actually performed and material furnished as therein charged; and that there is due me from the State of Oregon the amount indicated hereon; further, that where force account work is charged, any contributions to the employees' benefit funds required by agreements between the employers' associations and the employees' unions have been paid; further that no portion of this bill has been previously paid.

______________________________
(Signature)

FORM 81-734-1020

OREGON STATE HIGHWAY DIVISION

## CONTRACT PAYMENT VOUCHER

| | | | |
|---|---|---|---|
| COUNTY<br>CLACKAMAS | CONTRACT NO.<br>8089 | ESTIMATE NO.<br>8 | PREFIX NO'S. |
| HIGHWAY<br>PACIFIC HIGHWAY EAST | FEDERAL AID PROJECT NO.<br>T 5025029 | | |
| SECTION<br>PACIFIC HWY E AT GLOUCESTER ST (GLADS | | | |

| NO. | ITEMS | UNITS | UNIT PRICE | QUANTITY TO DATE | AMOUNT TO DATE | PREVIOUS AMOUNT | PRESENT AMOUNT |
|---|---|---|---|---|---|---|---|
| 001 | 1P TEMPORARY PROTECTION AND DIRECT TRAFFIC | LUMP SUM | 100.0000 | 100.000 | 100.00 | 100.00 | |
| 002 | 1P TEMPORARY SIGNS | SQ FT | 8.2500 | 68.500 | 565.13 | 565.13 | |
| 003 | 1P FLAGMEN | HOURS | 13.5000 | 47.000 | 634.50 | 580.50 | 54.00 |
| 004 | 1P REMOVAL OF STRUCTURE AND OBSTRUCTIONS | LUMP SUM | 660.0000 | 100.000 | 660.00 | 660.00 | |
| 005 | 1P GENERAL EXCAVATION | LUMP SUM | 660.0000 | 100.000 | 660.00 | 660.00 | |
| 006 | 1P FURNISHING AND PLACING TOPSOIL | CU YDS | 13.2000 | 42.300 | 558.36 | 554.40 | 3.96 |
| 007 | 1P CLASS C ASPHALT CONCRETE | TONS | 93.5000 | 56.391 | 5272.56 | 5272.56 | |
| 008 | 1P CONCRETE WALKS | SQ YDS | 15.4000 | 56.500 | 870.10 | 870.10 | |
| 009 | 1P CONCRETE CURBS | LIN FT | 6.6000 | 277.000 | 1828.20 | 1828.20 | |
| 010 | 1P SOD LAWN | LUMP SUM | 550.0000 | 100.000 | 550.00 | 550.00 | |
| 011 | 1P TRAFFIC SIGNAL INSTALL COMPLETE | LUMP SUM | 34100.0000 | 100.000 | 34100.00 | 34100.00 | |
| | | | | | "P" Constr. | | |
| | | | | Type Code Y031 | P45,798.85 | | |

| | |
|---|---|
| GROSS RETAINAGE | |
| TREASURER DEPOSIT | |
| * NET RETAINAGE | |

| | | | | |
|---|---|---|---|---|
| DATE<br>12 03 75 PG. 01 8089 | TOTAL CONTRACT ITEMS | 45798.85 | 45740.89 | 57.96 |
| PREVIOUS VOUCHER NO.<br>17903 | % RETAINED ON CONTRACT ITEMS | | 2,287.04 | 2,287.04 |
| CHECKED BY:<br>pgo/dj | FORCE ACCOUNT | | | |
| ENGINEER OR AUDITOR<br>C. Kuiper | TOTAL PAYMENTS | 45,798.85 | 43,453.85 | 2,345.00 |

8089 B

December 10, 1975

Federal Insurance Company
Bonding Department
1400 Plaza 600
6th and Stewart St.
Seattle, WA 98101

Gentlemen:

On December 4, 1975, we wrote to you concerning release of final payment on Contract No. 8089 awarded to Christensen Electric, Inc., for traffic signal installation on Gloucester Street in Gladstone on the Pacific Highway East in Clackamas County.

Final payment on this contract is $2,345 and the total contract amount is $45,798.85. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Christensen Electric, Inc.
11 N.E. Sumner Street
Portland, OR 97211

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
E. L. Hardt

089

Const. B

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPA MENT

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: PACIFIC HWY E AT GLOUC ER ST (GLADSTONE)

WEEK ENDING: Sept. 27, 1975

SECTION PREFIX: 3-0612

HIGHWAY: Pacific Highway East

COUNTY: Clackamas

NAME OF JOB: (Gladstone) Pacific Hwy E at Gloucester St.

KIND OF WORK: Traffic Signal Installation

CONTRACTOR: Christenson Electric, Inc.

CONTRACT NUMBER: 8089

FEDERAL AID PROJECT NUMBER: T-5025(29)

DATE OF CONTRACT: December 5, 1974

DATE WORK STARTED: February 18, 1975

ESTIMATED COMPLETION DATE: September 22, 1975

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 2 SUPERVISION: 1

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 280

CALENDAR DAYS USED: 280

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: 54,143.04

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: 49,414.39

ENGINEERING AUTHORIZATION: 4,728.65

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: 48,038.21

ENGINEERING COST TO DATE: 3,300.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 92.8

ESTIMATED PERCENT: UNDERRUN 2.8 %

PERCENT OF AUTHORIZATION: 69.8 %

DATE PROJECT WAS COMPLETED: Sept. 22, 1975

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| ~~TOTAL ESTIMATED QUANTITIES (CONTRACT)~~ | | | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

1 ladder truck, 1 panel truck, 1 pavement cutter

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | WEATHER | ~~WORK~~ CALENDAR DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY | Clear | 1 | | |
| MONDAY | " | 1 | | |
| TUESDAY | Fair | 0 | | |
| WEDNESDAY | Cldy-Clear | 0 | | |
| THURSDAY | Ptly Cldy | 0 | | |
| FRIDAY | Clear | 0 | | |
| SATURDAY | " | 0 | | |

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

RECEIVED
SEP 30 1975
CONSTRUCTION SECTION

BEN GIFFORD

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY | No activity |
| MONDAY | Grouted pole pads; traffic signal system installation completed.<br>OSHD striping crew striped intersection.<br>Contractor and OSHD tested out traffic signal system; improper functioning detected so corrective measures being taken. |
| TUESDAY | Performed minor corrective measures.<br>Continued testing traffic signal system; improper functioning still detected. Controller manufacturer being contacted. |
| WEDNESDAY | No activity |
| THURSDAY | Continued performing corrective measures. |
| FRIDAY | Eagle Signal representative, Mr. Dick Jack, tested controller to be all right; problem detected in field wiring. |
| SATURDAY | No activity |

## REMARKS

NEXT WEEK: Correct wiring problem, and activate traffic signal system.

SUMMARY: Completed traffic signal system installation.
Signal system problem detected; corrective measures performed and controller manufacturer contacted.

MAN-DAYS ON PROJECT FOR WEEK: Office 0
Field 3½

SIGNED c. L. Kuiper LOCATION Oregon City

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

8089

STATE COPY

MONTHLY TRANSACTION NUMBER
12-90

PROJECT REPORT NUMBER
6

MODIFICATION NUMBER
1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

12-20-74

STATE
Oregon

COUNTY
Clackamas

PROJECT NUMBER
T-5025(29)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on May 10, 1974, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 1,000.00 | $ 54,454.00 |
| Federal Funds | $ 750.00 | $ 42,571.21 |
| Other revisions | | |

This modification is made for the following reasons:

**To increase the preliminary engineering and include the construction work.**

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 20th day of December, 1974.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By ____________________

Assistant State Highway Engineer
(Title)

By ____________________
For G.L. Green (Division Engineer)

By ____________________

____________________
(Title)

By ____________________

____________________
(Title)

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 936-242

Oregon State Highway Division

Federal Aid Project
No. T-5025(29)

## PACIFIC HWY. E. AT GLOUCESTER ST. (GLADSTONE)

## PACIFIC HWY. EAST IN CLACKAMAS COUNTY

Salem, Oregon, December 12, 1974

Project Agreement Estimate.

Type Code P.E.

| | | | |
|---|---|---|---|
| Preliminary Engineering | All Required | | $ 3,000.00 |

Type Code Y031
Traffic Signals (Sta. 67+38.13 P.O.T. = "G" 10+00.00)

| | | | |
|---|---|---|---|
| Temporary Protection and Direction of Traffic | | | |
| Temporary Signs | All Required | | |
| Flagmen | 170 sq.ft. | 8.25 | $ 100.00 |
| Removal of Structure and | 40 hr. | 13.50 | 1,402.50 |
| Obstructions | | | 540.00 |
| General Excavation | All Required | | |
| Furnishing and Placing Topsoil | All Required | | 660.00 |
| Class "C" Asphalt Concrete | 90 cu.yd. | 13.20 | 660.00 |
| Concrete Walks | 50 ton | 93.50 | 1,188.00 |
| Concrete Curbs | 45 sq.yd. | 15.40 | 4,675.00 |
| Sod Lawn | 230 lin.ft. | 6.60 | 693.00 |
| Traffic Signal Installation | All Required | | 1,518.00 |
| Complete | | | 550.00 |
| | All Required | | 34,100.00 |
| | Sub-total | | $46,086.50 |
| | Engineering | | 4,107.50 |
| | Engineering (Signal Controller Testing (S.F.) | | 500.00 |
| | Total | | $50,694.00 |

Length of Project 0.00 mile

### SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds | City Funds |
|---|---|---|---|---|
| Preliminary Engineer | $ 3,760.00 | $ 2,933.58 | $ 413.21 | $ 413.21 |
| Traffic Signal | 50,694.00 | 39,637.63 | 5,528.19 | 5,528.18 |
| Total | $54,454.00 | $42.571.21 | $5,941.40 | $5,941.39 |

Group 1 100%
Contract No. 8089
Prefix 3-0612

## PACIFIC HIGHWAY E. AT GLOUCESTER ST. SECTION

### Nonparticipating-State Work

| | | |
|---|---|---|
| Permanent Pavement Striping | All Required | $ 500.00 |

9

# STATE COPY

Form Approved; O.M.B. No. 04-R2089

| | | |
|---|---|---|
| MONTHLY TRANSACTION NO.<br>5-90 | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | STATE<br>Oregon |
| | **FEDERAL-AID PROJECT AGREEMENT**<br>*(PPM 21-7)* | COUNTY<br>Clackamas |
| PROJECT REPORT NO.<br>3 | May 10, 1974 | PROJECT NO.<br>T-5025(29) |

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 99 E. at Jct. Gloucester St. (Gladstone)

| PROJECT CLASSIFICATION OR CLASS OF WORK | | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|---|
| HIGHWAY PLANNING | | | ▨ |
| PRELIMINARY ENGINEERING | Field Work | 5-1-74 | 0.00 |
| RIGHTS-OF-WAY | | | ▨ |
| CONSTRUCTION | | | |
| OTHER *(Specify)* | | | |

FUNDS Pro Rata 78.15%

| | |
|---|---|
| ESTIMATED TOTAL COST OF PROJECT<br>$ 1,000 | FEDERAL FUNDS<br>$ 750 |

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)
By E S Hunter
Assistant State Highway Engineer
(Title)
By ______
______
(Title)
By ______
______
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By D. F. Smith
for G. L. Green (Division Engineer)

Date executed by Division Engineer May 10, 1974

Form PR-2 (Rev. 9-73)

Previous Edition will be used.

## AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK** (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

**2. SECONDARY ROAD PLAN PROJECT.** The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

**3. HIGHWAY PLANNING PROJECT.** The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

**5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

**6. INTERSTATE SYSTEM PROJECT.** (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**8. STAGE CONSTRUCTION.** The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

**9. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS.** The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

**11. SIGNING AND MARKING.** The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

**12. MAINTENANCE.** The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

**13. LIQUIDATED DAMAGES.** The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

## NONDISCRIMINATION PROVISION

**14.** The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

**"During the performance of this contract, the contractor agrees as follows:**

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-aid Project
No. T-5025(29)

## PACIFIC HIGHWAY EAST AT GLOUCESTER STREET (GLADSTONE) SECTION OF THE PACIFIC HWY. EAST IN CLACKAMAS COUNTY

Salem, Oregon, May 6, 1974

Project Agreement Estimate

Type Code P.E.

| | | |
|---|---|---|
| Preliminary Engineering | All Required | $1,000.00 |
| | Total | $1,000.00 |

Length of Project - - - 0.00 mile

### SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds | City Funds |
|---|---|---|---|---|
| P.E. (Field Work) | $ 1,000.00 | $ 750.00 | $ 125.00 | $ 125.00 |
| Retain in Program | | | | |
| P.E. (P.S. & E preparation) | 1,000.00 | 750.00 | 125.00 | 125.00 |
| Contract Work | 28,000.00 | 21,800.00 | 3,100.00 | 3,100.00 |
| Total | $30,000.00 | $ 23,300.00 | $3,350.00 | $ 3,350.00 |

Prefix: 3-0612

Group 1 - 100%

8089

bc: Pacific Builder & Engineer, Inc.
Daily Journal of Commerce, Seattle & Portland

C. T. Keasey
Walt Hart
Vince Gallagher
E. L. Hardt
Clair Kuiper
L. E. George
William Geibel (SAIF)

December 5, 1974

Christenson Electric, Inc.
11 N.E. Sumner Street
Portland, OR 97211

Gentlemen:

The Oregon Transportation Commission on November 25, 1974, accepted your proposal for a traffic signal installation at Gloucester Street in Gladstone on the Pacific Highway East, Clackamas County, in the amount of $46,086.30 and referred it to the Administrator of Highways with authority to award the contract as soon as approval of the City of Gladstone and the Federal Highway Administration is received and $6,270 is deposited by the City.

These conditions were fulfilled and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 8089.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 State Highway Building, Salem, Oregon 97310) for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin December 17, 1974.

Very truly yours,

C. W. Mead
COMMISSION SERVICES

js
Enclosures

8089

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 3, 1974

Mr. Leonard A. Strobel
City Administrator
City Hall
Gladstone, Oregon 97027

NOTED
E. S. HUNTER

Re: TOPICS Project T-5025(29)
Pacific Highway, East at Gloucester Street

Dear Mr. Strobel:

This will acknowledge receipt of the City of Gladstone's check No. 000480 in the amount of $6,270, which is the correct amount required as an advance deposit for the subject project.

We anticipate award of the contract in the near future.

Very truly yours,

H. S. COX
County-City Engineer

By

Gary E. Zehner

Gary E. Zehner
Urban Program Engineer
County-City Unit

GEZ:scr

bc: E. S. Hunter ✓
L. W. Rulien
V. E. Skoog
E. L. Hardt, Region I

RECEIVED
DEC 3 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

City of Gladstone

GLADSTONE, OREGON 97027

December 2, 1974

Mr. H. S. Cox
County-City Engineer
405 State Highway Building
Salem, Oregon 97310

Re: TOPICS Project T-5025(29)
Pacific Highway at Gloucester Street

Dear Mr. Cox:

I am enclosing a check in the amount of $6,270.00 which is the City's advance deposit requested in a letter dated November 22, 1974, from Mr. Gary E. Zehner.

The Gladstone City Council approved payment of this bill at their adjourned meeting held Tuesday, November 26, 1974.

Sincerely yours,

Leonard A. Strobel

Leonard A. Strobel
City Administrator

/vh
Encl.

RECEIVED
COUNTY & CITY SECTION
DEC 3 1974
☐ ENGR. ☑ COOR. ☑ CE ☐ AE ☐ UL
☑ DPE ☐ CE ☐ BE ☐ RPE ☐

RECEIVED
[illegible] BRANCH
Check #000480 Amt $6,270.00
By [illegible] Date 12-3-74
For T-5025(29)

Pacific Hwy @ Gloucester St
City of Gladstone

"Grow with Gladstone"

8089

November 22, 1974

RECEIVED
NOV 22 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Mr. Leonard A. Strobel
City Administrator
City Hall
Gladstone, Oregon 97027

Re: TOPICS Project T-5025(29)
Pacific Highway at Gloucester Street

NOTED
E. S. HUNTER

Dear Mr. Strobel:

The Highway Division opened bids yesterday on the subject project. Two bids were received, and the apparent low bid was submitted by Christenson Electric, Inc. of Portland.

The anticipated cost based on their bid is as follows:

| | |
|---|---|
| Contractor's bid | $46,086.50 |
| Anticipated additional items: | |
| Permanent pavement striping | 500.00 |
| Signal controller testing | 500.00 |
| Miscellaneous sign relocation | 200.00 |
| | $47,286.50 |
| Engineering and contingencies (14½%) | 6,856.54 |
| | $54,143.04 |
| Estimated preliminary engineering | 2,856.96 |
| Total estimated project cost | $57,000.00 |
| CITY'S ADVANCE DEPOSIT: 11% of total | 6,270.00 |

ENGR. ASST. [illegible]

The contract for this project will be awarded upon receipt of the City's estimated share of the cost. Please make your check (in the amount of $6,270) payable to the Oregon State Highway Division, and FORWARD IT TO Mr. H. S. Cox, County-City Engineer, 405 State Highway Building, Salem, Oregon 97310.

Very truly yours,

H. S. COX
County-City Engineer

By

Gary E. Zehner

Gary E. Zehner
Urban Program Engineer
County-City Unit

GEZ:acr

bc: E. S. Hunter ✓
L. W. Rulien
V. E. Skoog
E. L. Hardt, Region 1

## PACIFIC HWY. EAST AT GLOUCESTER ST. (GLADSTONE) SECTION

## PACIFIC HIGHWAY EAST

## CLACKAMAS COUNTY

FAP No. TOPICS T-5025(29)
Traffic Signal Installation

Bids Received November 21, 1974

| | | | | | | |
|---|---|---|---|---|---|---|
| 1. | Temporary Protection and Direction of Traffic | All Specified | | | 600.00 | $100 |
| 2. | Temporary Signs | 170 sq.ft. | 9.00 | $8^{25}$ $ | 1,530.00 | $1402^{50}$ |
| 3. | Flagmen | 40 hours | 12.50 | ~~$8^{25}$~~ $13^{50}$ | 500.00 | 540 |
| 4. | Removal of Structure and Obstructions | All Specified | | | 700.00 | 660 |
| 5. | General Excavation | All Specified | | | 400.00 | 660 |
| 6. | Furnishing and Placing Topsoil | 90 cu.yds. | 8.00 | $13^{20}$ | 720.00 | 1,188 |
| 7. | Class "C" Asphalt Concrete | 50 tons | 20.00 | $93^{50}$ | 1,000.00 | 4,675 |
| 8. | Concrete Walks | 45 sq.yds. | 10.00 | $15^{40}$ | 450.00 | 693 |
| 9. | Concrete Curbs | 230 lin.ft. | 3.00 | $6^{60}$ | 690.00 | 1,518 |
| 10. | Sod Lawn | All Specified | | | 500.00 | 550 |
| 11. | Traffic Signal Installation, Complete | All Specified | | | 37,500.00 | 34,100 |
| | | For Comparison of Bids | | | $ 44,590.00 | $46,086^{50}$ |

## ESTIMATED CONSTRUCTION AUTHORIZATION

| | | | |
|---|---|---|---|
| Estimated Contract Amount | | $44,590.00 | $46,086^{50}$ |
| Anticipated Additional Items: | | | |
| Permanent Pavement Striping | 500.00 | | |
| Signal Controller Testing | 500.00 | | |
| Misc. Sign Relocation | 200.00 | | |
| | | 1,200.00 | |
| | | $45,790.00 | 47,286.50 |
| Contingencies (4-1/2%) | | 2,060.55 | 2,127.89 |
| Engineering (10%) | | 4,579.00 | 4,728.65 |
| Estimated Net Authorization, Constr. | | $52,429.55 | 54,143.04 |
| | | | 2,856.96 |
| | | | 57,000.00 |

11% of Total - $6,270

**SAFECO INSURANCE COMPANY OF AMERICA**
**GENERAL INSURANCE COMPANY OF AMERICA**
**FIRST NATIONAL INSURANCE COMPANY OF AMERICA**

**BID RESULTS**

$44,590

**PROJECT NO.** 31 - CLACKAMAS COUNTY
PACIFIC HWY. EAST AT GLOUCESTER ST. (GLADSTONE)
SECTION GLADSTONE

**OWNER:** OREGON STATE HIGHWAY DEPARTMENT

**DATE:** NOVEMBER 21, 1974

**PAGE 1**

| | |
|---|---|
| 1. Christenson Elec. Inc. Port. | $46,086.50 |
| 2. Hamilton Elec. Inc. Eugene | 47,338.45 |

| QUANTITY | | DESCRIPTION | Item No. | No. 1 UNIT PRICE | No. 2 UNIT PRICE | No. 3 UNIT PRICE |
|---|---|---|---|---|---|---|
| | L.S. | Temporary Protection and Direction of Traffic | 1 | 100 | 1,532 | |
| 170 | S.F. | Temporary Signs | 2 | 8.25 | 4.85 | |
| 40 | Hours | Flagmen | 3 | 13.50 | 14.78 | |
| | L.S. | Removal of Structure and Obstructions | 4 | 660 | 768 | |
| | L.S. | General Excavation | 5 | 660 | 768 | |
| 90 | C.Y. | Furnishing and Placing Topsoil | 6 | 13.20 | 14.20 | |
| 50 | Tons | Class "C" Asphalt Concrete | 7 | 93.50 | 100.40 | |
| 45 | S.Y. | Concrete Walks | 8 | 15.40 | 16.55 | |
| 230 | L.F. | Concrete Curbs | 9 | 6.60 | 7.10 | |
| | L.S. | Sod Lawn | 10 | 550 | 591 | |
| | L.S. | Traffic Signal Installation, Complete | 11 | 34,100 | 33,588 | |

S-1370 4/73

BOND WITH SAFECO

® SAFECO Insurance Company of America, registered trademark owner.
PRINTED IN U.S.A.

Harry J. Haterboss Est. 396,410

1. Columbia West Materials & Const Inc. Long $242,445
2. Kelly F. White Co. Bend $253,860
3. Dale Sand & Gr. Co. Sherwood - $262,005

JCS Oct. 74

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OB COST SUMMARY                                              OCTOBER 1974         PAGE    6

JOB OR DEPARTMENT        PREFIX        FUNCTION   GR  CURRENT MONTH        FISCAL           GRAND TOTAL     ACTIVE YRS
                                                                        YEAR TO DATE         TO DATE        BEG    END
                     003   0611        911      00 P 1        2.89           60.93            62.37        74     74
                     003   0611        911      00 W 1                                         .04CR       74     74
                     003   0611        913      00 P 1                      172.74           172.74        74     74
                     003   0611        919      00 P 1                        6.89            42.70        74     74
                     003   0611        923      00 P 1        1.90          172.04           172.04        74     74
                                   TOT         P1             4.79          556.86         1,159.27
                                   TOT         W1                                            .04CR
                              ** JOB TOTALS **                4.79 **       556.86 **      1,159.23 **

LVD AT GLOUCESTER CONT NO         FA PROJ NOS T    325029 100                                            STATE
                     003   0612        296      00 W 9                     750.00CR         750.00CR       74     74
                     003   0612        298      00 W 9                     750.00           750.00         74     74
                     003   0612        900      00 P 1         .98            .98            91.97         74     74
                     003   0612        901      00 P 1                       1.20           980.28         74     74
                     003   0612        905      00 P 1       453.58         519.71           519.71         74     74
                     003   0612        911      00 P 1       482.85         546.55           556.87         74     74
                     003   0612        911      00 W 1                                          .35CR      74     74
                     003   0612        913      00 P 1                       62.04            62.04         74     74
                     003   0612        920      00 P 1        12.50          12.50            12.50         74     74
                     003   0612        921      00 P 1       179.84         179.84           179.84         74     74
                     003   0612        923      00 P 1                       52.40           273.67         74     74
                     003   0612        923      00 W 1                                          .02CR      74     74
                                   TOT         P1          1,129.25       1,374.72         2,226.88
                                   TOT         W1                                            .37CR
                              ** JOB TOTALS **             1,129.25 **    1,374.72 **      2,226.51 **

PTH TRAFFIC ST     CONT NO        FA PROJ NOS T    503001 100                                            STATE
                     004   0601        296      00 W 9                                     2,905.54CR      71     74
                     004   0601        298      00 W 9                                     2,905.54        71     74
                     004   0601        900      00 P 1                                       125.76        74     74
                     004   0601        911      00 P 1                                     4,446.30        71     74
                     004   0601        911      00 W 1                                          .11CR      74     74
                                   TOT         P1                                          4,572.06
                                   TOT         W1                                              .11CR
                              ** JOB TOTALS **                    **               **      4,571.95 **

T (ASTORIA)        CONT NO        FA PROJ NOS                                                            STATE
                     004   0602        296      00 W 9                                       156.67CR      74     74
                     004   0602        299      00 W 9                                       156.67        74     74
                              ** JOB TOTALS **                    **               **               **

T /ASTORIA/        CONT NO 7688 - FA PROJ NOS T    503003 100                                            STATE
                     004   0603        201      00 P 1                                    71,163.29        72     73
                     004   0603        276      01 W 1                                       167.21        72     73
                     004   0603        296      00 W 9                                    65,148.29CR      72     74
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COST SUMMARY                                                 OCTOBER 1974         PAGE    7

 OR DEPARTMENT           PREFIX        FUNCTION   GR  CURRENT MONTH        FISCAL           GRAND TOTAL     ACTIVE YRS
                                                                        YEAR TO DATE         TO DATE        BEG    END
                     004   0603        298      00 W 9                                    49,778.01        72     74
                     004   0603        299      00 W 9                                    15,370.28        72     74
                     004   0603        900      00 P 1                                     7,116.33        72     73
                     004   0603        900      00 W 1                                       961.36        72     73
                     004   0603        901      00 W 1
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U.S. DEPARTMENT OF TRANSPORTAT FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

10 - 30 - 74

RAL AID PROJECT NO. T-5025(29)

STATE PROJECT NO. PACIFIC HIGHWAY EAST AT GLOUCESTER STREET

COUNTY NAME: CLACKAMAS

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO. T-92

TO:
MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

ED
TATE YEN
1 '74
RE ER TO
Hunter
FOR

DATE PS&E APPROVED: OCTOBER 30, 1974

DATE AUTHORIZATION EFFECTIVE: OCTOBER 30, 1974

FEDERAL ROUTE NUMBER: PRIMARY ROUTE 26

STATE ROUTE NUMBER: PACIFIC HIGHWAY EAST - 1E

GENERAL LOCATION: GLADSTONE, OREGON

GENERAL DESCRIPTION OF WORK: INSTALL TRAFFIC SIGNALS

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☐ OTHER *(Specify)*
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. RULIEN'S OCTOBER 28, 1974 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED,

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

Copies sent 12-20-74

NOTED
D. E. SWAN

DATE: 10-30-74

SIGNATURE OF APPROVING OFFICIAL: C R Burghardt for

TITLE: DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8089

J

Form 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

October 24, 1974

FILE: ~~ENV 2-2~~

Donald L Trout

FROM: Donald L. Trout
Design Office Engineer

SUBJECT: Environmental Requirements Review for November 21, 1974, Bid Letting

TO: MEMORANDUM TO THE FILES

The following jobs tentatively scheduled for November 21, 1974, have been reviewed and the status is as follows:

| | | |
|---|---|---|
| 1. | Tygh Creek (Tygh Valley) Bridge Section | All Clear |
| 2. | M.P. 2.8 & M.P. 7.0 Slide Section | All Clear |
| 3. | Upper Fifteenmile Creek (Quarry) Bridge | All Clear |
| 4. | Pacific Hwy. East @ Gloucester St. (Gladstone) | All Clear |
| 5. | Birch Ave.-Crater Lake Highway | All Clear |
| 6. | Terwilliger Bikeway | All Clear |
| 7. | Oregon Coast Hwy. @ Hemlock (Waldport) | All Clear |

DLT:jh

NOTED
E. S. HUNTER

RECEIVED
OCT 24 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

L Versteeg V
A. Olson
L Torpin
Scott
Copy Swenson
R. Olson
Trout

RECEIVED
OCT 24 1974
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval
Receiver Keep
Do not File
Return To________
Bring Up____/____ ____
Other________

Copy Hunter

Oregon State Highway Division

Federal Aid Project
No. T-5025(29)

## PACIFIC HWY. E. AT GLOUCESTER ST. (GLADSTONE)

## PACIFIC HWY. EAST IN CLACKAMAS COUNTY

Salem, Oregon, October 22, 1974

P.S. & E. Estimate.

Type Code P.E.

| | | | |
|---|---|---|---|
| Preliminary Engineering | All Required | | $ 2,000.00 |

Type Code Y031
Traffic Signals (Sta. 67+38.13 P.O.T. = "G" 10+00.00)

| | | | |
|---|---|---|---|
| Temporary Protection and Direction of Traffic | All Required | | $ 600.00 |
| Temporary Signs | 170 sq.ft. | 9.00 | 1,530.00 |
| Flagmen | 40 hr. | 12.50 | 500.00 |
| Removal of Structure and Obstructions | All Required | | 700.00 |
| General Excavation | All Required | | 400.00 |
| Furnishing and Placing Topsoil | 90 cu.yd. | 8.00 | 720.00 |
| Class "C" Asphalt Concrete | 50 ton | 20.00 | 1,000.00 |
| Concrete Walks | 45 sq.yd. | 10.00 | 450.00 |
| Concrete Curbs | 230 lin.ft. | 3.00 | 690.00 |
| Sod Lawn | All Required | | 500.00 |
| Traffic Signal Installation Complete | All Required | | 37,500.00 |
| | | | $44,590.00 |

Anticipated Items

| | | |
|---|---|---|
| Permanent Pavement Marking (S.F.) | All Required | $ 500.00 |
| Signal Controller Testing (S.F.) | All Required | 500.00 |
| | | $ 1,000.00 |
| | Subtotal | $45,590.00 |
| | Engineering | 4,559.00 |
| | Total | $50,149.00 |

Length of Project 0.00 mile

## RETAINED IN PROGRAM STATUS

| | | |
|---|---|---|
| Miscellaneous Sign Relocations | All Required | $ 200.00 |

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds | City Funds |
|---|---|---|---|---|
| Traffic Signal | $50,149.00 | $39,211.00 | $5,469.00 | $5,469.00 |
| Retained in Program | 200.00 | 156.00 | 22.00 | 22.00 |
| | $50,349.00 | $39,367.00 | $5,491.00 | $5,491.00 |

Group 1 - 100%

Contract No.

Prefix

| INDEX OF SHEETS | |
|---|---|
| SHEET NO. | DESCRIPTION |
| 1 | Title Sheet |
| 2 | Typical Sections, Plan & Summary |
| | |
| | |
| | |

10-8-74

STATE OF ORE

# STATE HIGHWAY

PLANS FOR PROPOSED

# PACIFIC HWY. E. AT GLOUCES

## PACIFIC HIGHWAY

### CLACKAMAS COUN

PRELIMINARY COPY
SEP 30 1974
SUBJECT TO CHANGE
FINAL DESIGN UNIT

PRELIMINARY COPY
SUBJECT TO CHANGE

| PACIFIC HWY E. AT GLOUCESTER ST.(GLADSTONE) SEC.<br>PACIFIC HIGHWAY EAST<br>CLACKAMAS COUNTY | | | | SHEET No.<br>1 |
|---|---|---|---|---|
| FED. ROAD DIV. No. | STATE | PROJECT NUMBER | FISCAL YEAR | TOTAL SHEETS |
| 10 | OREGON | | | See Index |

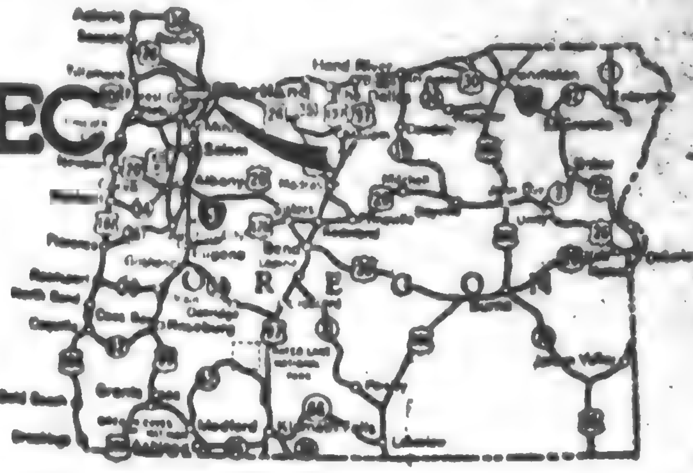
RECEIVED
COUNTY & CITY SECTION
OCT 10 1974
☑ ENGR. ☐ COOR. ☑ OE ☑ AE ■ UE
☑ UPE ☑ CE ☑ RE ☒ RPE ☐

OF OREGON
GHWAY DIVISION
R PROPOSED PROJECT

# LOUCESTER ST.(GLADSTONE)SEC.

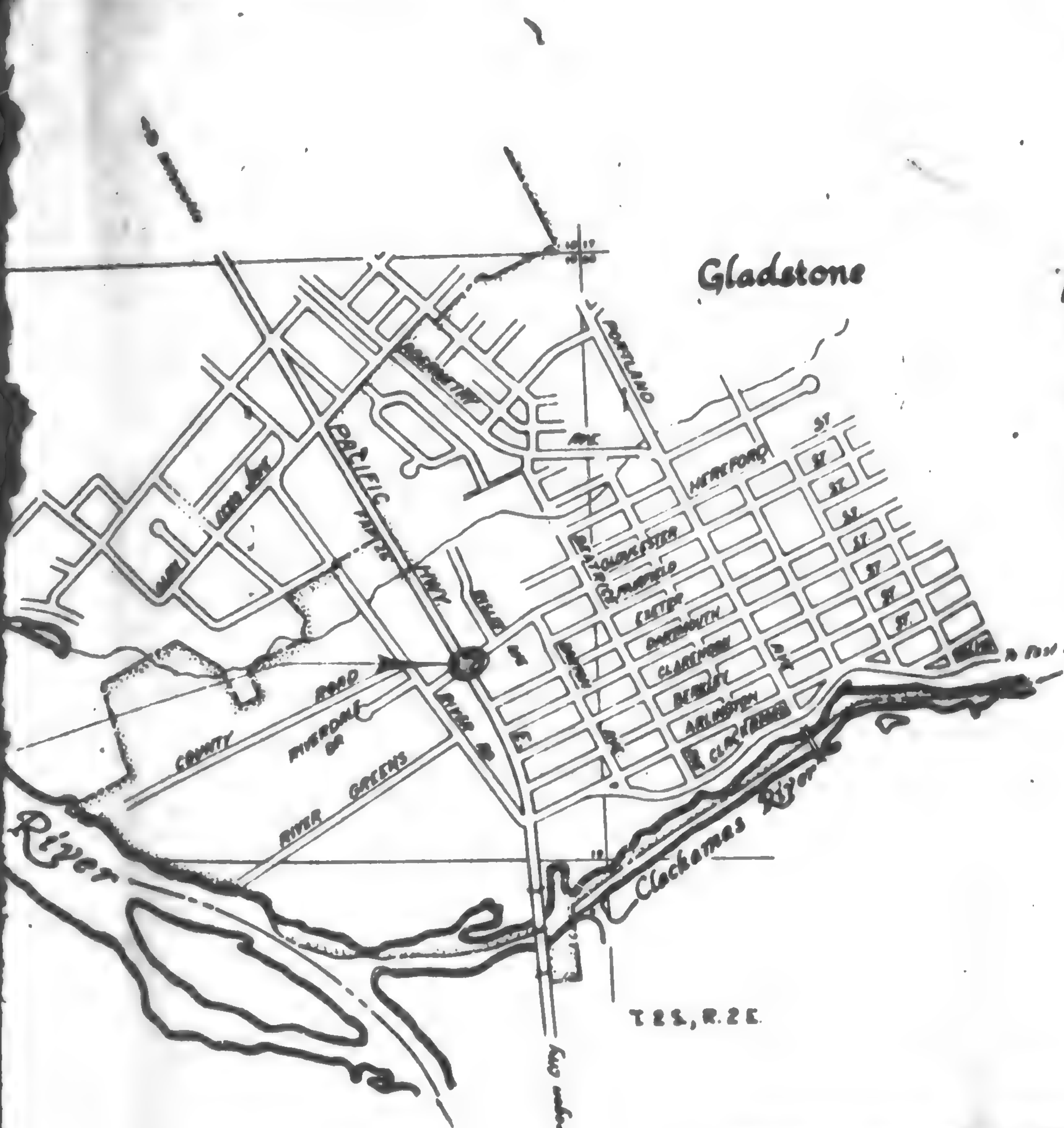
## HIGHWAY EAST

## CKAMAS COUNTY



APPROVED
CITY OF Gladstone
BY MAYOR Robert H. McGinnis
BY RECORDER
DATE Oct. 8, 1974

10 -- 74
NOTE: APPROVED TRAFFIC SIGNAL PLANS IN TRAFFIC SECTION FILES.
GEZ



Sketch Map
Scale 0 800 1600 Feet

OREGON TRANSPORTATION COMMISSION
Glenn L. Jackson CHAIRMAN
Carl O. Fisher COMMISSIONER
Robert L. Mitchell COMMISSIONER
Robert E. Veatch, COMMISSIONER
Anthony R. Yturri COMMISSIONER
George M. Baldwin DIRECTOR OF TRANSPORTATION

Fred B. Klaboe ADMINISTRATOR AND HIGHWAY ENGINEER

A. E. Johnson DEPUTY HIGHWAY ENGINEER

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED:
DISTRICT ENGINEER DATE

T

October 2, 1974
(date)

RECEIVED
COUNTY & CITY SECTION
OCT 10 1974
☑ ENGR. ☑ COOR. ☑ OE ☑ AE ■ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

Mr. Leonard A. Strobel
City Administrator
City Hall
Gladstone, Oregon 97027

In order to comply with requirements of the Federal Highway Administration covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Division, County and City Section, State Highway Building, Salem, Oregon 97310. Retain the second copy for your records.

Highway 99E (McLoughlin Blvd) T-5025(29)

Section Pacific Hwy East @ Gloucester Street: Traffic Signal

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

Oct 8, 1974
(date)

By Robert K. McGinnis Mayor

By Fred L. T. Rice
Commissioner

By Bernice Marlow
~~Commissioner~~ Recorder

cc: Duane Rilinger
(Proj Mgr)

RECEIVED OCT 4 1974

Ⓣ

CC: J.B. BOYD
L.W. ROLIEN
J.H. VERSTEEG
E.L. HARDT

9-24-74

OREGON STATE HIGHWAY DIVISION
State Highway Building
Salem, Oregon 97310

Attn: County and City Section

SUBJECT: Federal Aid Project No. T-5025(29)

Project Name Pacific Highway East @
Gloucester Street

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal Aid project have been secured.

2. We hereby certify that:

☒ Additional right-of-way will not be required for this project.

☒ There has been no displacement of persons from residences, farms, or businesses; or

☐ All incidental charges related to the transfer of property have been paid by City in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

☐ In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal Aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Gladstone, Oregon,

this 24th day of September, 1974.

City of GLADSTONE

Robert K McGinnis
Mayor

Bernice Marlow
Recorder

RECEIVED
COUNTY & CITY SECTION
SEP 26 1974
☑ ENGR. ☑ COOR. ☑ UE ☒ AE ■ UE
☑ UPE ☐ CE ☑ RE ☒ RPE ☐

R/W File No. ________

U. S. DEPARTMENT OF TRANSPORTATI[illegible] FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

9-10-74

FE[illegible]AL AID PROJECT NO.: T-5025(29)

STATE PROJECT NO.: PACIFIC HWY EAST AT GLOUCESTER STREET (GLADSTONE) SECTION

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.:

ITEM NO.: T-92

COUNTY NAME: CLACKAMAS

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
SALEM, OREGON

RECEIVED
STATE HWY ENGR
SEP 12 '74
REFER TO Hunter
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | ✓ |

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: SEPTEMBER 10, 1974

FEDERAL ROUTE NUMBER: PRIMARY ROUTE 26

STATE ROUTE NUMBER: PACIFIC HIGHWAY EAST - 1E

GENERAL LOCATION:

GLADSTONE, OREGON

GENERAL DESCRIPTION OF WORK:

AS REQUESTED IN MR. RULIEN'S AUGUST 21, 1974 LETTER YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN PS&E APPROVAL.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

[illegible]

RECEIVED
SEP 12 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE: 9-10-74

SIGNATURE OF APPROVING OFFICIAL:

TITLE: DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8089

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT
*Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: September 9, 1974

In reply refer to: 1041EC.2

SUBJECT: Oregon Project T-5025(29)
Pacific Hwy-East Gloucester St. Sec.
Location/Design Approval

FROM : G. L. Green, Division Engineer

NOTED
E. S. HUNTER

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Location/design approval for the subject TOPICS project is hereby granted as requested in Mr. Rulien's August 21, 1974 letter.

G. L. Green

CC: L. W. Rulien

RECEIVED
STATE HWY ENGR
SEP 10 '74
REFER TO
Hunter
FOR
Info [illegible] AD DR [illegible] [illegible] [illegible]

9-10-74
cc: Versteeg
Wolfe
U.S. Cof

RECEIVED
SEP 10 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8089 J

August 21, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Location/Design Approval
Pacific Hwy. East at Gloucester St. (Gladstone) Sec.
Project No. T-5025(29)
Pacific Highway East (Ore. 99E)
Clackamas Co.

We hereby request your approval of the location/design as set forth hereinafter and in the enclosed study report for the subject project.

Location/Design:

a. The location is the existing intersection of Oregon 99E and Gloucester Street in the city of Gladstone.

b. The design consists of a multiple-phase full traffic actuated traffic control signal. Striping for a left-turn refuge and reconstruction of curbs to ease radii.

More complete location/design details are contained in the enclosed study reports, which consists of the following documents:

1 copy - Study Report (County and City Unit Memo of August 6, 1974).
1 copy - City of Gladstone "TOPICS Project Request" dated January 11, 1974.

The Highway Division, having considered all the data as well as the social, economic and environmental effects, has concluded that the location/design as set forth hereinabove is suitable for the project.

A public hearing is not required under the provisions of paragraph 6c of PPM 20-8.

The proposed project is exempt from State Clearinghouse and District 2 Clearinghouse A-95 reviews under working agreements dated April 28, 1970 and October 16, 1970, respectively.

The description of the location/design for which we are requesting your approval is being published in appropriate news media as required by PPM 20-8. A copy of the request to the news media for publication is enclosed.

The "Negative Environmental Statement" for the subject project received FHWA concurrence on July 15, 1974.

We further request your authorization to proceed with the PS & E phase of the preliminary engineering for final plan preparation as programmed for the subject Project T-5025(29).

Enc.

JG:bz

cc: F. B. Klaboe
A. E. Johnson
J. H. Versteeg
H. S. Cox
D. E. Swan
B. L. Gifford
E. S. Hunter

[illegible]—(Rev. 7-71)

T

Gladstone

OREGON STATE HIGHWAY DIVISION

# Right of Way Section

INTER-OFFICE COMMUNICATION

To Bob Ewen

File No.

From Hank Brindley

Date 7-8-74

Subject Closure of driveway approaches at Gloucester on Pacific Hwy East in Gladstone though the use of permits

I phoned John Oakes about this question. Charley Mathias was in the Hwy office so John asked his opinion.

They decided the approaches are a property right and if the loss of the approach reduces the value of the property then the owner should be compensated. I suggested the signal provided special benefits to these properties, and would offset any loss of value do to the driveway closures. John said he though it was a general benefit but I am not so sure but what the signal

(over)

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JUL 29 1974
☐ ENGR. ☑ COOR. ☑ OE ☒ AE ■ UE
☑ UPE ☒ CE ☒ RE ☐ RPE ☐

Won't provide both general & special benefits.

We can pursue this farther and ask one of the attorneys at Hdqt.

I personally think if one were to make a before and after appraisal it would show only a nominal value the drive-way approaches.

**OREGON STATE HIGHWAY DIVISION**

rm 81-734-3397

## Application and Permit to Construct Approach Road

Cancels & Supercedes
Road Approach Permit No. No.9220

Name and address of Applicant

Applicant hereby applies to the Oregon State Highway Engineer for permission to construct an approach road connection to the east side of the Pacific East Highway No. 1E

Clackamas County, ~~Between, at or~~ near Gloucester St.

and ______________, as described herein.

**GENERAL PROVISIONS**—Attached hereto and by this reference made a part hereof.

**SPECIAL PROVISIONS**

1. Type of permit: ☒ Permanent; ☐ Temporary: Expires ______ Highway Reference Map No. 5B-3-15
2. Location: Mile Post(s) 10.78 Highway Engineer's Station(s) 65+84
3. Approach Road: Surface type A.C., thickness 3½ in., width 35'

Pipe required? No Diam. ______ Length ______ Kind ______ Minimum Cover ______

If bridge, catch basin or other unusual drainage facility required, describe and attach sketch or specify Highway Standard

Plan No. ______

Standard Plan No. ______

Treatment of island, if any ______

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COUNTY & CITY SECTION
JUL 29 1974
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Materials to be furnished or items of work to be done by applicant This permit will change an existing dual approach to a single approach. This permit will become effective upon completion of the traffic signal installation now under contract at the intersection. Drainage that originates on private property shall be handled by drywells that are maintained by permittee. Drainage at the corner of Gloucester Street will have to run south along curb line to get to highway culvert at Sta. 64+75.

(List specifically, or if none, state "none")

Materials to be furnished or items of work to be done by State ______

(List specifically, or if none, state "none")

Est. cost of State work $______ How paid ☐ Applicant check, M. O., or cash ☐ State right of way or construction obligation

4. Highway: Surface type A.C., width 54' Shoulder type A.C., width 15'

Curbs? Type"C" (If so, show type) R/W width, approach side 60' Alignment at approach road tangent (Tangent or approx. degree curve)

Sight distance (from point 6' back of shoulder or curb) 600' ahead 600' back

5. Facility served by approach car wash
6. Adequate space to park vehicles off the R/W? yes
7. Right of access purchased or otherwise obtained by State? No.

Recommended for approval: Assistant District Engineer ______ Regional Engineer

Applicant declares he is the owner or lessee of the real property abutting the above described highway and has the lawful authority to apply for this permit. This permit is issued by the Engineer subject to the terms and provisions contained herein and attached hereto; this permit is accepted and approved by the applicant subject to said terms and provisions.

Applicant ______ OREGON STATE HIGHWAY ENGINEER

By ______ By: ______

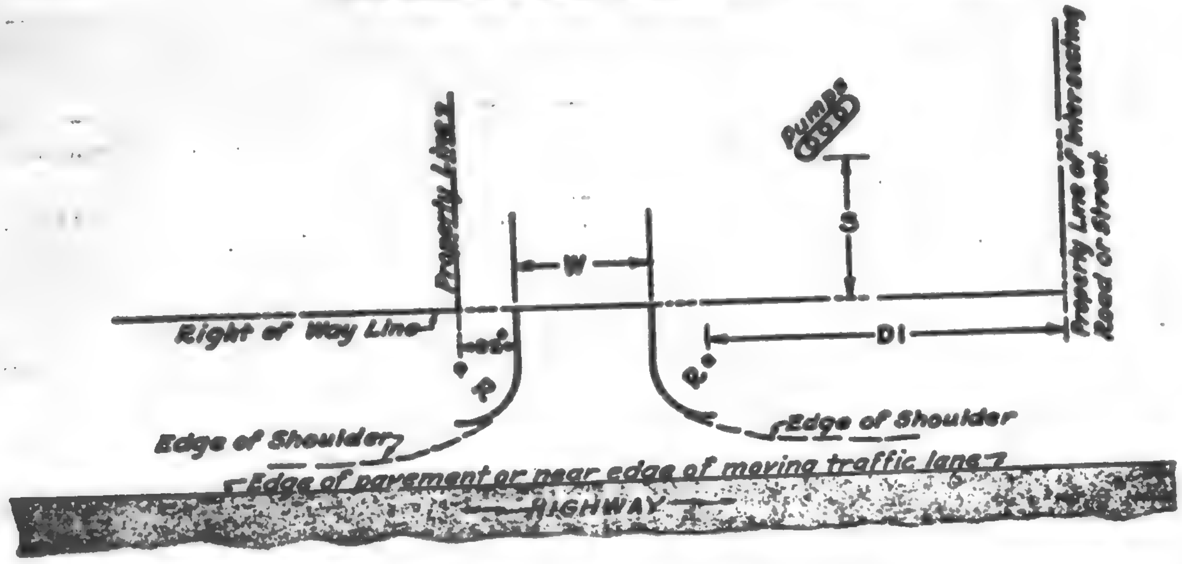
Date of Application ______ Effective Date ______

## SPECIAL PROVISIONS (Cont.)

8. The approach road covered by this permit shall be single/~~dual~~,† and shall conform to the dimensions and figures indicated on the sketch map, cross-section and schedule of dimensions included herein or attached hereto, and shall be constructed to the grade established by the Engineer.

## SINGLE APPROACH ROAD

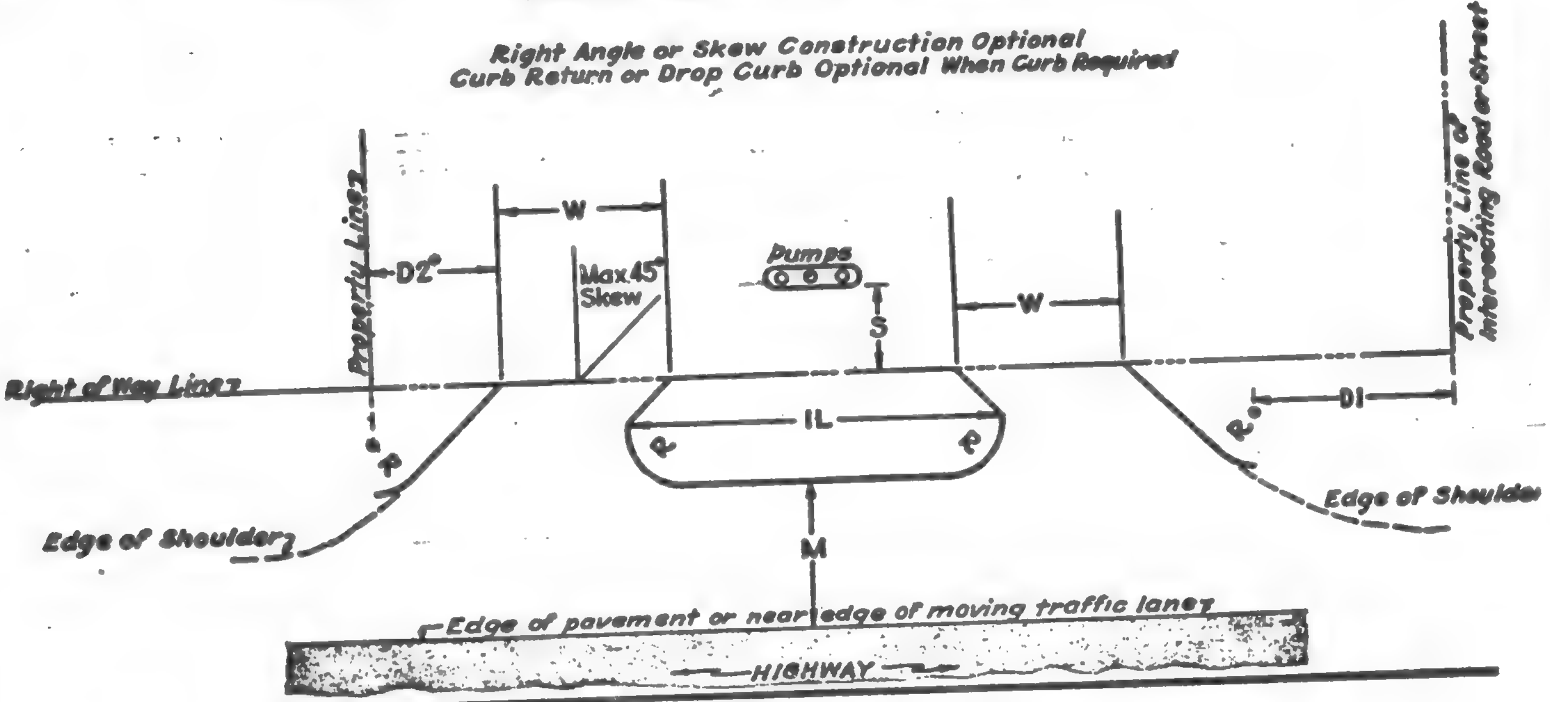
*Right Angle or Skew Construction Optional*
*Curb Return or Drop Curb Optional When Curb Required*



Pumps
S
Property Line
W
Property Line of Intersecting Road or Street
Right of Way Line
D2
R
R
D1
Edge of Shoulder
Edge of Shoulder
Edge of pavement or near edge of moving traffic lane
HIGHWAY

## DUAL APPROACH ROAD

*Right Angle or Skew Construction Optional*
*Curb Return or Drop Curb Optional When Curb Required*



## SCHEDULE OF DIMENSIONS

*Applicable to Single or Dual Type Access*

| Dimension | Minimum | Maximum | Approved |
|---|---|---|---|
| D1 | 10' | None | 110' |
| D2* | 5' | None | 5' |
| R | 5' | 35' | 10' |
| M | 10' | None | 15' |
| W | 15' | 50' | 35' |
| S | 10' | None | - - |
| IL | 30' | None | - - |
| Angle of Skew | 90° | 45° | 90° |

*One common approach to adjacent property may be permitted provided W does not exceed 50'

† Strike out word not applicable.

**OREGON STATE HIGHWAY DIVISION**

Form 2-397 (Rev. 9-70)

## Application and Permit to Construct Approach Road

Cancels & supercedes Nos.
Road Approach Permit No. 4904 & 8222

Name and address of Applicant

Applicant hereby applies to the Oregon State Highway Engineer for permission to construct an approach road connection to the east side of the Pacific East Highway No. 1E

Clackamas County, ~~between~~ near Gloucester St.

and ______, as described herein.

**GENERAL PROVISIONS**—Attached hereto and by this reference made a part hereof.

**SPECIAL PROVISIONS**

Highway Reference Map No. 5B-3-15

1. Type of permit: ☒ Permanent; ☐ Temporary: Expires ______

2. Location: Mile Post(s) 10.71 Highway Engineer's Station(s) 69+55

3. Approach Road: Surface type A.C., thickness 3½ in., width 50'

Pipe required? yes Diam. 12" Length 171' Kind concrete Minimum Cover 6"

If bridge, catch basin or other unusual drainage facility required, describe and attach sketch or specify Highway Standard

Plan No. ______

Standard Plan No. ______

Treatment of island, if any ______

Materials to be furnished or items of work to be done by applicant This permit will change an existing dual approach to a single approach. This permit will become effective upon completion of the traffic signal installation now under contract at the intersection.
(List specifically, or if none, state "none")

RECEIVED
COUNTY & CITY SECTION
JUL 29 1974
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Materials to be furnished or items of work to be done by State ______
(List specifically, or if none, state "none")

Est. cost of State work $ ______ How paid ☐ Applicant check, M. O., or cash ☐ State right of way or construction obligation

4. Highway: Surface type A.C., width 54' Shoulder type A.C., width 15'

Curbs? Type"C" (If so, show type) R/W width, approach side 60' Alignment at approach road tangent (Tangent or approx. degree curve)

Sight distance (from point 6' back of shoulder or curb) 600' ahead 600' back

5. Facility served by approach car dealer

6. Adequate space to park vehicles off the R/W? yes

7. Right of access purchased or otherwise obtained by State? No.

Recommended for approval: Assistant District Engineer ______ Regional Engineer ______

Applicant declares he is the owner or lessee of the real property abutting the above described highway and has the lawful authority to apply for this permit. This permit is issued by the Engineer subject to the terms and provisions contained herein and attached hereto; this permit is accepted and approved by the applicant subject to said terms and provisions.

Applicant ______

By ______

Date of Application ______

OREGON STATE HIGHWAY ENGINEER

By: ______

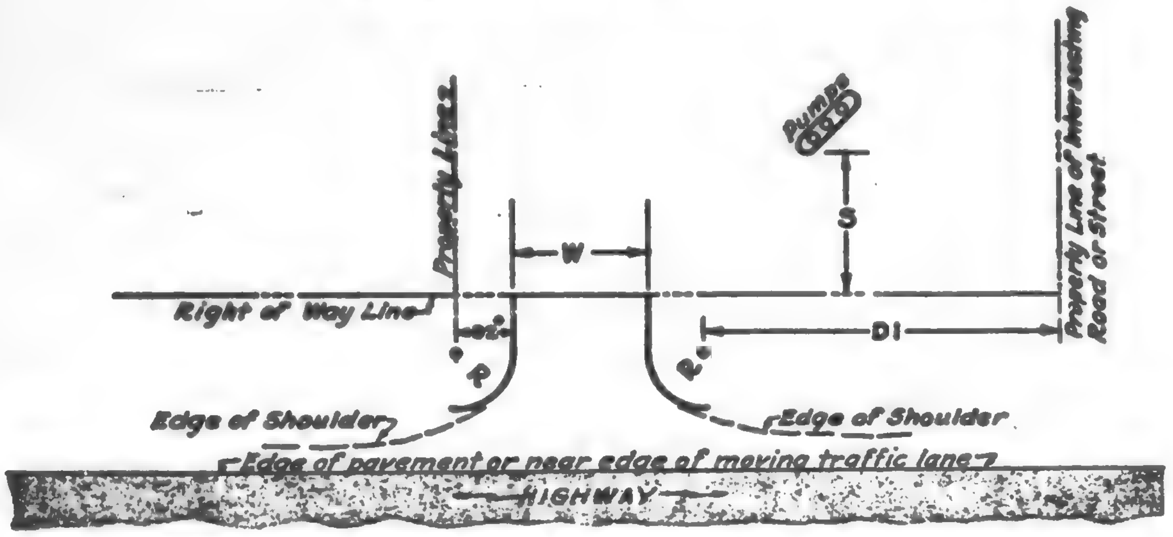
Effective Date ______

**SPECIAL PROVISIONS (Cont.)**

**8. The approach road covered b[illegible]is permit shall be single/dual,† and shall co[illegible]rm to the dimensions and figures indicated on the sketch map, cross-section and s[illegible]dule of dimensions included herein or atta[illegible] hereto, and shall be constructed to the grade established by the Engineer.**

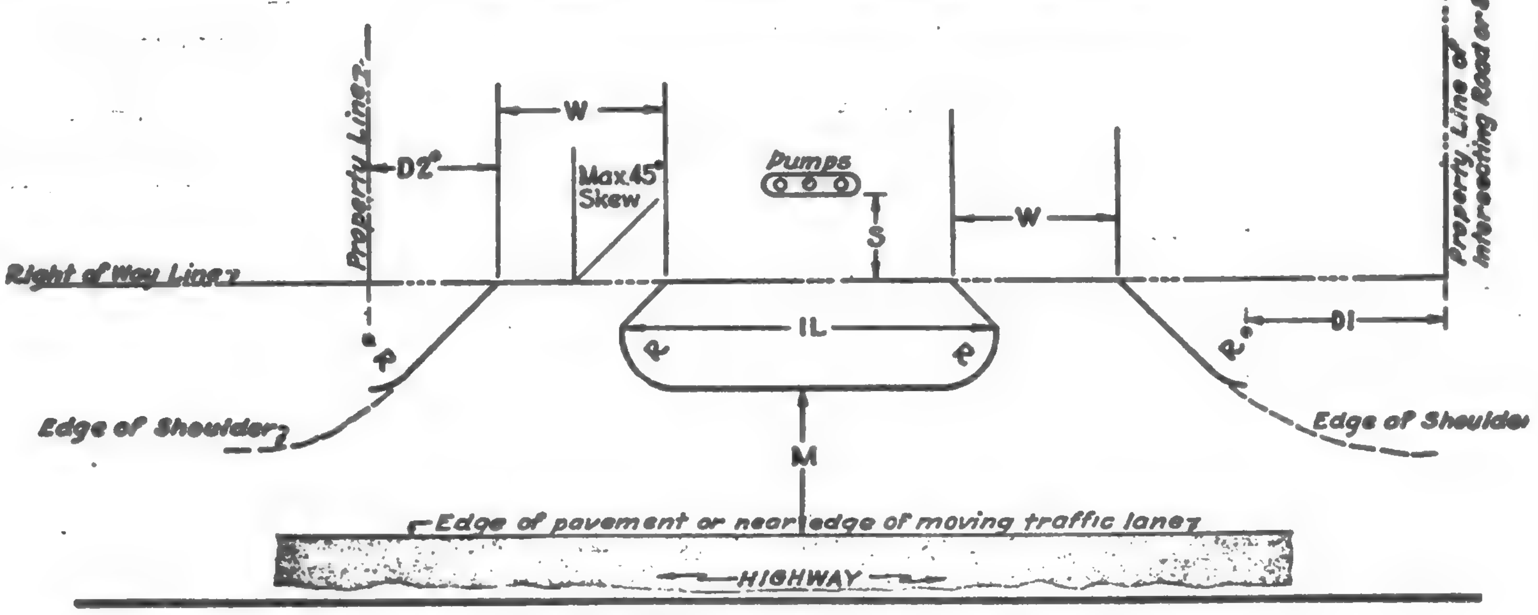
## SINGLE APPROACH ROAD

*Right Angle or Skew Construction Optional*
*Curb Return or Drop Curb Optional When Curb Required*


Pumps
Property Line
W
S
Property Line of Intersecting Road or Street
Right of Way Line
DZ*
DI
*R
R*
Edge of Shoulder
Edge of Shoulder
Edge of pavement or near edge of moving traffic lane
HIGHWAY

## DUAL APPROACH ROAD

*Right Angle or Skew Construction Optional*
*Curb Return or Drop Curb Optional When Curb Required*



## SCHEDULE OF DIMENSIONS

*Applicable to Single or Dual Type Access*

| Dimension | Minimum | Maximum | Approved |
|---|---|---|---|
| DI | 10' | None | 130' |
| DZ* | 5' | None | 5' |
| R | 5' | 35' | 10' |
| M | 10' | None | 15' |
| W | 15' | 50' | 50' |
| S | 10' | None | - - |
| IL | 30' | None | - - |
| Angle of Skew | 90° | 45° | 900 |

*One common approach to adjacent property may be permitted provided W does not exceed 30'

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† Strike out word not applicable.

CANCELS & SUPERCEDES ALL OTHER PERMITS FOR THIS LOCATION:

| | | |
|---|---|---|
| OREGON STATE HIGHWAY DIVISION<br>Form E-397 (Rev. 5-70) | **Application and Permit to Construct Approach Road** | Road Approach Permit No. |

Name and address of Applicant

Applicant hereby applies to the Oregon State Highway Engineer for permission to construct an approach road connection to the west side of the Pacific East Highway No. 1E Clackamas County, ~~XXXXXXXXX~~ near Gloucester St. and ______, as described herein.

GENERAL PROVISIONS—Attached hereto and by this reference made a part hereof.

SPECIAL PROVISIONS

1. Type of permit: ☒ Permanent; ☐ Temporary: Expires ______ Highway Reference Map No. 5B-3-15

2. Location: Mile Post(s) 10.72 Highway Engineer's Station(s) 68+96

3. Approach Road: Surface type A.C. , thickness 3½ in., width 35'

Pipe required? no Diam. ______ Length ______ Kind ______ Minimum Cover ______

If bridge, catch basin or other unusual drainage facility required, describe and attach sketch or specify Highway Standard

Plan No. ______

Standard Plan No. ______

Treatment of island, if any ______

Materials to be furnished or items of work to be done by applicant This permit will change an existing dual approach to a single approach. This permit will become effective upon completion of the traffic signal installation now under contract at the intersection.
(List specifically, or if none, state "none")

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☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Materials to be furnished or items of work to be done by State ______
(List specifically, or if none, state "none")

Est. cost of State work $ ______ How paid ☐ Applicant check, M. O., or cash ☐ State right of way or construction obligation

4. Highway: Surface type A.C. , width 54' Shoulder type A.C. , width 15'

Curbs? Type "C" (If so, show type) R/W width, approach side 60' Alignment at approach road tangent (Tangent or approx. degree curve)

Sight distance (from point 6' back of shoulder or curb) 600' ahead 600' back

5. Facility served by approach lumber yard

6. Adequate space to park vehicles off the R/W? yes

7. Right of access purchased or otherwise obtained by State? No.

Recommended for approval: Assistant District Engineer ______ Regional Engineer

Applicant declares he is the owner or lessee of the real property abutting the above described highway and has the lawful authority to apply for this permit. This permit is issued by the Engineer subject to the terms and provisions contained herein and attached hereto; this permit is accepted and approved by the applicant subject to said terms and provisions.

Applicant ______ OREGON STATE HIGHWAY ENGINEER

By ______ By: ______

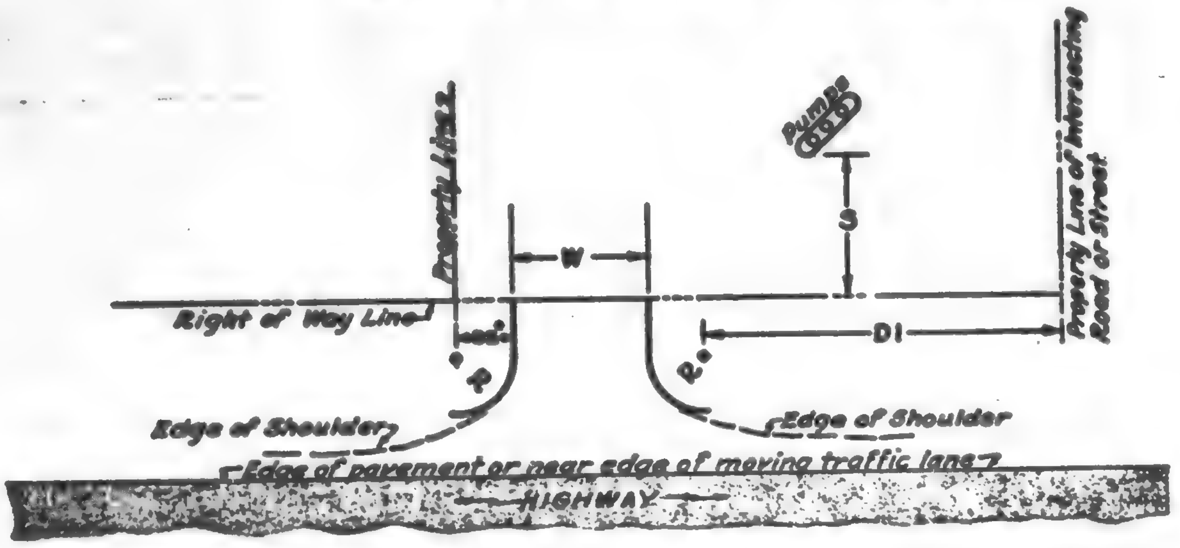
Date of Application ______ Effective Date ______

SPECIAL PROVISIONS (Cont.)

8. The approach road covered b[illegible]s permit shall be single/~~dual~~† and shall co[illegible]rm to the dimensions and figures indicated on the sketch map, cross-section and [illegible]dule of dimensions included herein or atta[illegible]d hereto, and shall be constructed to the grade established by the Engineer.

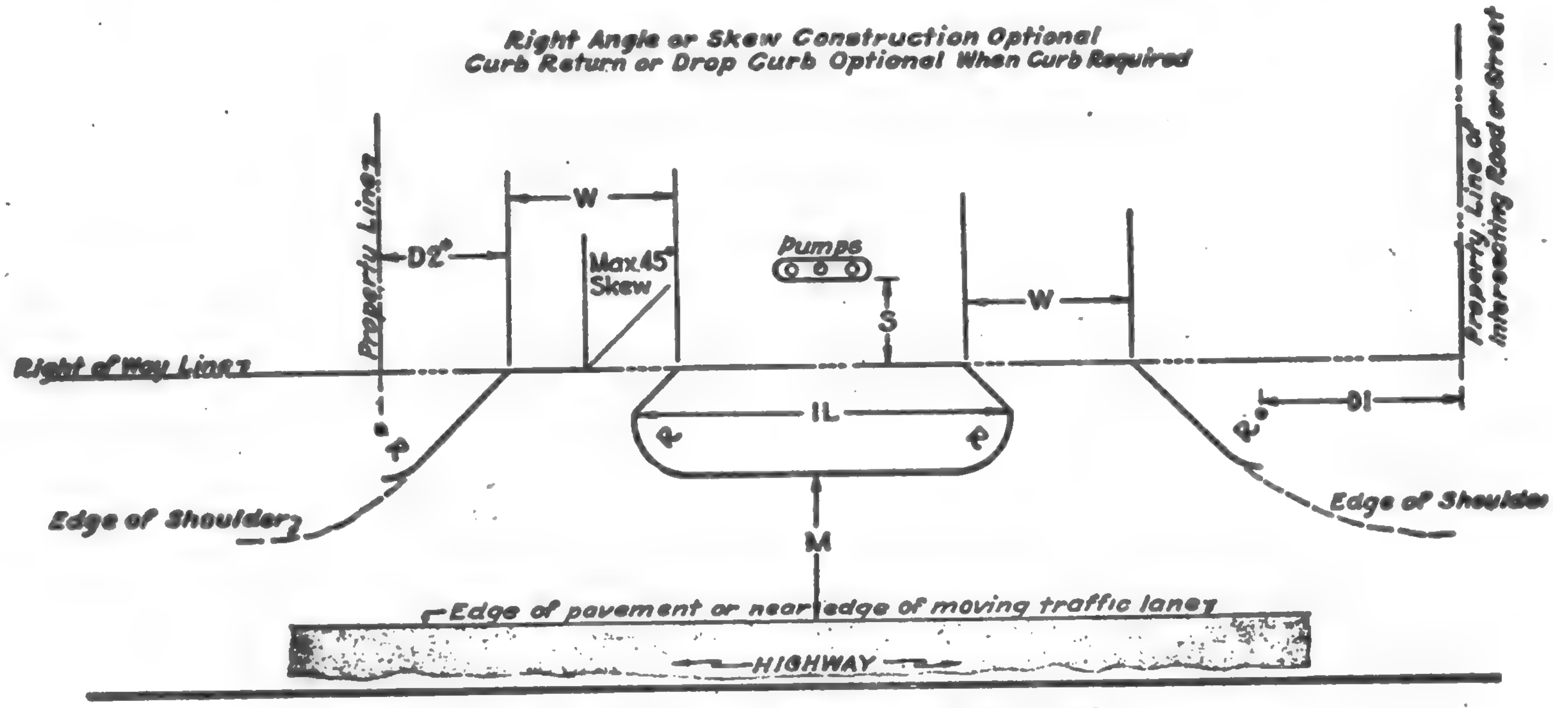
## SINGLE APPROACH ROAD

*Right Angle or Skew Construction Optional*
*Curb Return or Drop Curb Optional When Curb Required*


Pumps
S
Property Line
W
Property Line of Intersecting Road or Street
Right of Way Line
D2
R
R
D1
Edge of Shoulder
Edge of Shoulder
Edge of pavement or near edge of moving traffic lane
HIGHWAY

## DUAL APPROACH ROAD

*Right Angle or Skew Construction Optional*
*Curb Return or Drop Curb Optional When Curb Required*



## SCHEDULE OF DIMENSIONS

*Applicable to Single or Dual Type Access*

| Dimension | Minimum | Maximum | Approved |
|---|---|---|---|
| D1 | 10' | None | 110' |
| D2* | 5' | None | 40' |
| R | 5' | 35' | Type "C" depressed |
| M | 10' | None | 15' |
| W | 15' | 50' | 40' |
| S | 10' | None | – – |
| IL | 30' | None | – – |
| Angle of Skew | 90° | 45° | 90° |

*One common approach to adjacent property may be permitted provided W does not exceed 50'

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† Strike out word not applicable.

City of Gladstone

GLADSTONE, OREGON

May 28, 1974

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COUNTY & CITY SECTION
JUL 29 1974
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Mr. R. T. Ewen, Engineer
Oregon State Highway Department
P. O. Box 02157
Portland, Oregon 97202

RE: Driveway Closures on 99E
and Gloucester

Dear Mr. Ewen:

I have discussed your request with the three (3) property owners. They seem somewhat reluctant to accept the request but the traffic signal is so badly needed that they will not refuse to approve the closures.

Mr. Brown, Brown's Lumber, would like his south driveway open to exit only (south).

The Robo Wash is quite reluctant because this driveway is an exit from the car wash. The Gloucester exit is difficult for highway bound vehicles.

Immer and Oswald does not have a driveway, it is a drive up parking. They see the difficulties and will accept.

Sincerely yours,

Leonard A. Strobel

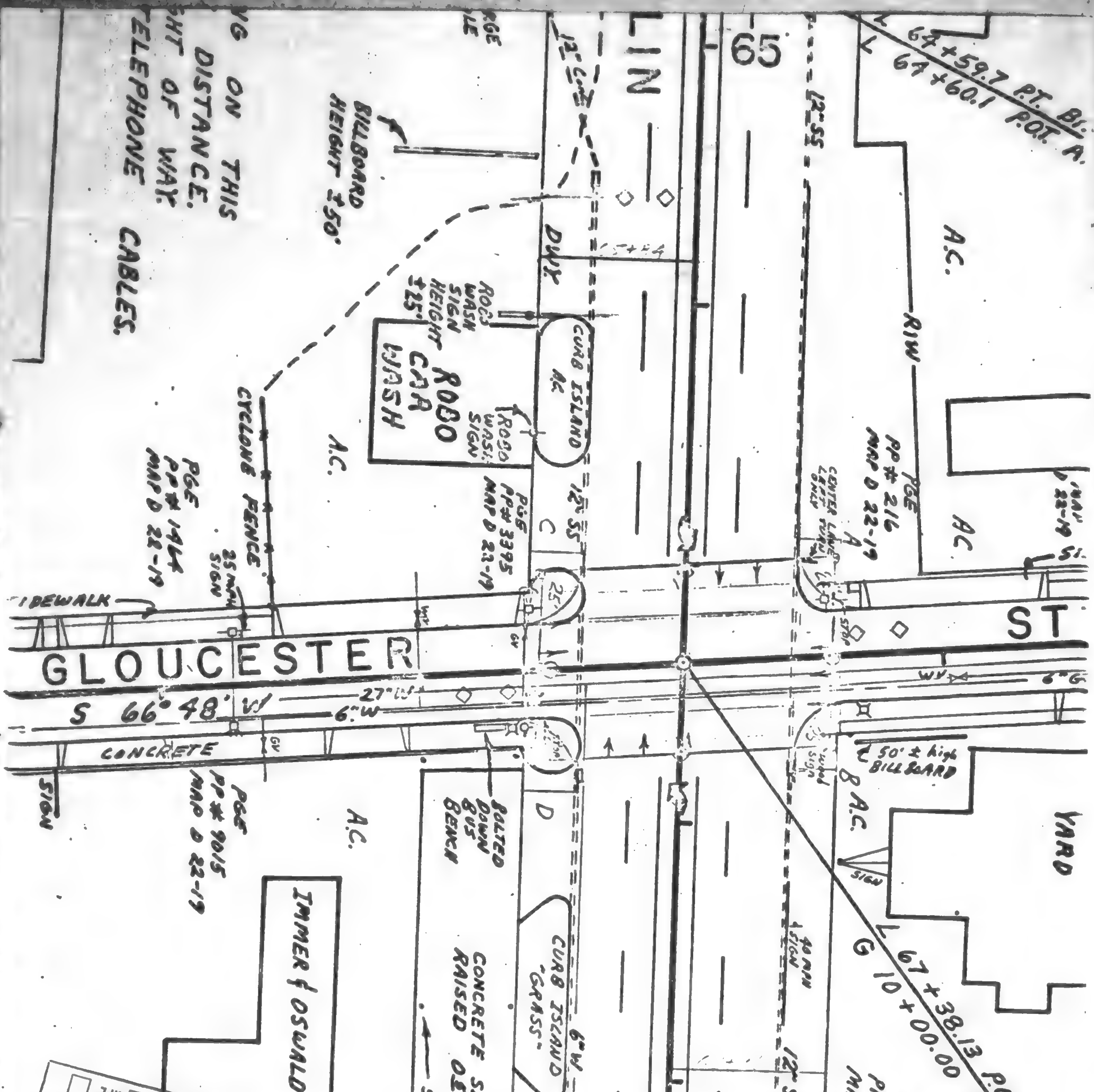
Leonard A. Strobel
City Administrator

ly W

656-5223

LAS/vh

"Grow with Gladstone"



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JUL 29 1974
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☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Form [illegible]

Robobo

Approach Permit No. 8222
(To be assigned by Salem Office)

OREGON STATE HIGHWAY COMMISSION

# Application and Permit to Construct Approach Road

Schuyler Southwell, Inc.
(Name of person, firm or corporation), Applicant,

of 616 SE McLoughlin, Portland 22, Oregon, under the provisions of ORS 374.305 to 374.325, hereby declares and represents to the State of Oregon, by and through its State Highway Commission, that he is the owner/lessee* of certain real property abutting upon a state highway at the following described location, and that he has lawful authority to apply for this permit and to request and ~~authorize~~ the State of Oregon to construct such approach road, and makes application for a permit to construct and maintain a temporary/permanent* approach road connecting said property on the West side of Pacific East Highway, No. 1-E, Route No. U.S./Ore.* xxx 99E, in Clackamas County, Oregon, xxxxxx/at/near* at xxxxx Gladstone btw. Gloucester Street and Glen Echo Street, and more particularly described as being at Mile Post 10.621 10.658, Highway Engineer's Station 71/00 69/80 as indicated by the dimensions, figures and sketch map or plan contained herein.

The applicant hereby agrees, that if such permit is granted, to fully and faithfully comply with all the provisions and regulations hereinafter set forth and such other reasonable rules or regulations as may hereafter be promulgated by the Oregon State Highway Commission governing the construction, maintenance, and operation or use of such approach road, and further agrees to bear all expense of construction and maintenance of said approach road.

Date November 29, 1957

RECEIVED
COUNTY & CITY SECTION
JUL 29 1974
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ RPE ☐ UPE ☐ CE ☐ RE ☐

SCHUYLER SOUTHWELL INC.
(Signature of applicant or name of company)

By Donald M. Krupp

## GENERAL PROVISIONS

1. No approach road or other facility shall be constructed upon the highway right of way until a signed copy of this permit is returned to the applicant.

2. The word Engineer as used herein shall mean the State Highway Engineer or his duly authorized representative.

3. This permit is granted with the specific understanding that the applicant shall be responsible and liable for all accidents, damage or injury to any person or property resulting from the construction, maintenance, repair, operation or use of said approach road for which the applicant may be legally liable, and that the applicant shall hold blameless and harmless and shall indemnify the State of Oregon, its State Highway Commission and members thereof, its officers, agents and employees against any and all claims, demands, loss, injury, damage, actions and costs of actions whatsoever, which they or any of them may sustain by reasons of the acts, conduct or operations of the applicant, his agents or employees in connection with the construction, maintenance, repair, operation or use of said approach road.

4. The construction, maintenance, operation and use of said approach road is subject to the paramount control of the legislature over said highway, and no right or privilege herein granted shall be deemed or construed to be beyond the reach or authority of the legislature to control the said highway, and the applicant in accepting this permit accepts it knowing that the rights and privileges herein granted may at any time be defeated and abrogated by legislative act.

5. The stopping or parking of vehicles upon the state highway right of way for the servicing of such vehicles or in furtherance of any business transaction or commercial establishment is strictly prohibited. Minimum set back distances as shown by dimensions on the sketch map or plan herein for buildings, pump islands, or any other structure now existing on or hereafter placed on applicant's property, shall be strictly observed. NO APPROACH WILL BE CONSTRUCTED FOR OR BY ANY APPLICANT FAILING TO CONFORM.

6. The number of approaches to a single property shall be limited to a minimum that will allow the property to accommodate and service such traffic as may be reasonably anticipated. NO APPROACH ROAD WILL BE CONSTRUCTED TO OR PERMITTED ON A HIGHWAY OR SECTION THEREOF WHERE RIGHTS OF ACCESS TO OR FROM THE ABUTTING PROPERTY HAVE BEEN ACQUIRED BY THE STATE THROUGH PURCHASE OR GRANT OR WHERE RIGHTS OF ACCESS HAVE NEVER ACCRUED.

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* Strike out word or words not applicable.

2. APPROACH ROAD: Type of surface Asphaltic concrete Top width 30' & 50' E

Surface thickness 3-1/2 in. Pipe required? Yes Diam. 12" Length 171'

Kind concrete culvert Min. depth cover 6"

Bridge, catch basin or other unusual drainage facility required? None

(If so, explain on attached sheet and submit sketch or specify Std. Plan No. ______)

Treatment of island, if any Type "C" curb and sidewalk

Kind and amount of fill required None Exc. None

Materials to be furnished or items of work to be done by applicant All material and labor. 170' of 12" concrete culvert pipe shall drain to the north. Two standard catch inlets shall be installed one at each end of curbed island.

(List specifically, or if none, state "none")

Materials to be furnished or items of work to be done by State None

(List specifically, or if none, state "none")

Estimated cost of State work Nil Check, M. O. or cash?

3. HIGHWAY SURFACE: Type concrete Width 44' Curbs? No (If so, show type)

Shoulder-width 8' Oiled? Yes R/W-Width of this side 60'

Alignment at approach road On tangent
(On tangent, or approx. degree curve left or right)

Sight distance (from point 6 feet back of shoulder or curb) 1000' ahead 600' back

Right of access purchased or otherwise obtained by State? None

Nature of business to be served by this approach Garage and car lot

Is adequate space provided for parking vehicles off the R/W? Yes

Permit recommended K. K. Pritchard (District Maintenance Superintendent) Date 11/27/57

Permit recommended (Division Engineer) Date 11/29/57

## AUTHORIZATION OF PERMIT

In consideration of the applicant's agreement to comply in all respects with the regulations of the State Highway Commission covering such operations, permission is hereby granted for the construction of the approach road or driveway as described in the above application and Special Provisions, said approach road or driveway to be in accordance with the regulations herein set forth. It is expressly understood that this permit is conditioned upon replacement or restoration of the highway to its original or to a satisfactory condition. It is further understood that this permit is issued subject to the approval of local, city or town authorities having joint supervision over said street or highway.

Dated 12-2-57

OREGON STATE HIGHWAY COMMISSION

By ORIGINAL SIGNED BY F. W. FARRAR
ASST. DIRECTOR of PERMITS

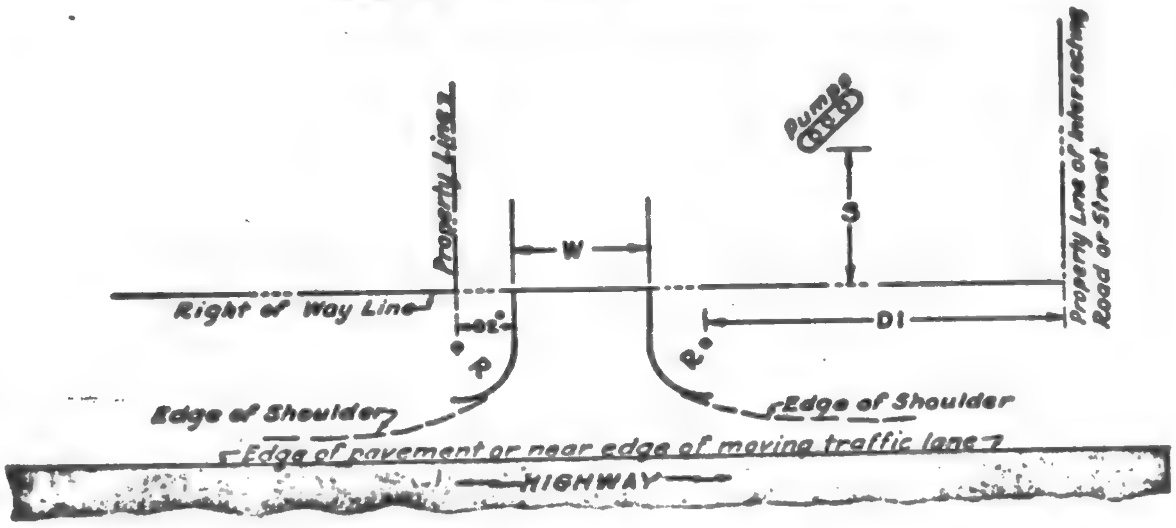
State Printing

## SPECIAL PROVISIONS

1. The approach road covered by this permit shall be ~~single~~/dual,† and shall conform to the dimensions and figures indicated on following or attached sketch map, cross-section and schedule of dimensions, and shall be constructed to the grade established by Engineer.

### SINGLE APPROACH ROAD

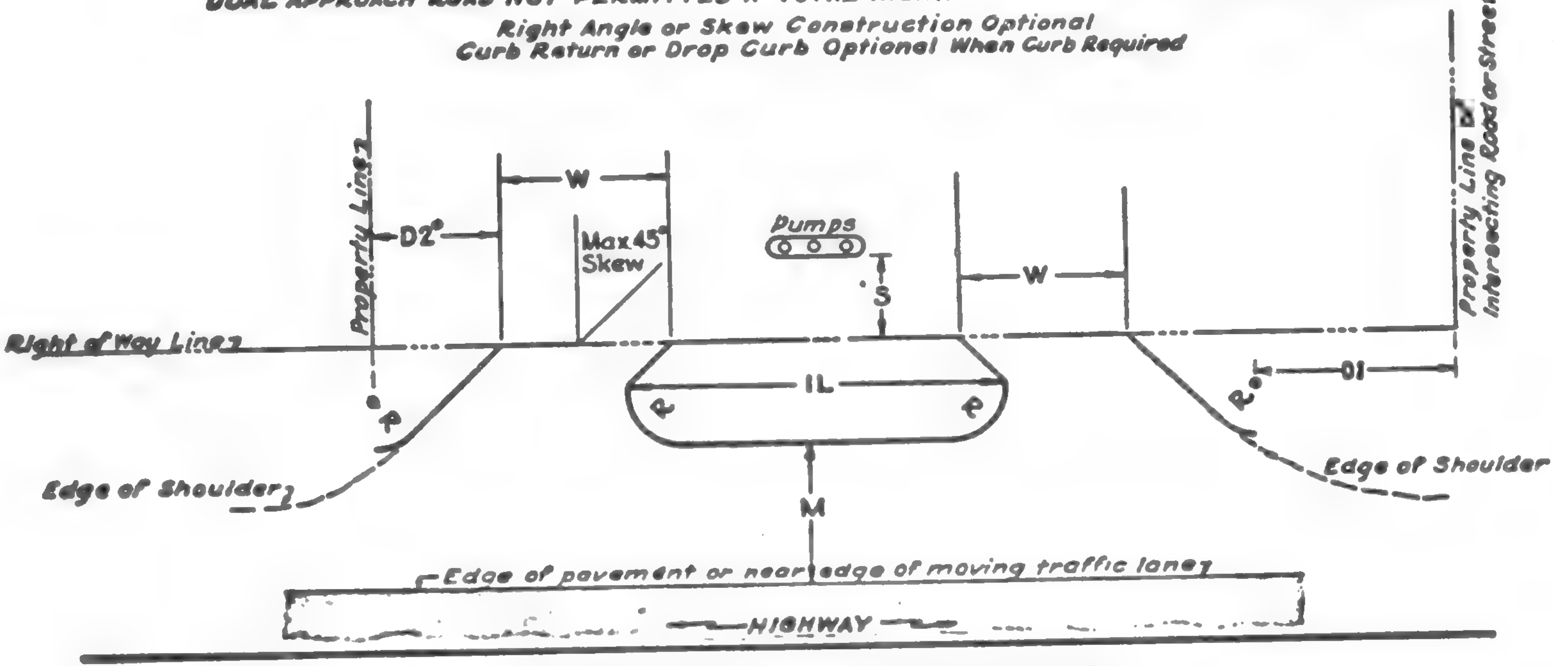
*Right Angle or Skew Construction Optional*
*Curb Return or Drop Curb Optional When Curb Required*


Pumps
S
Property Line
W
Property Line of Intersecting Road or Street
Right of Way Line
D2
D1
R
R
Edge of Shoulder
Edge of Shoulder
Edge of pavement or near edge of moving traffic lane
HIGHWAY

### DUAL APPROACH ROAD

*DUAL APPROACH ROAD NOT PERMITTED IF TOTAL HIGHWAY FRONTAGE IS LESS THAN 100 FEET*

*Right Angle or Skew Construction Optional*
*Curb Return or Drop Curb Optional When Curb Required*



### SCHEDULE OF DIMENSIONS

*Applicable to Single or Dual Type Access*

| Dimension | Minimum | Maximum | Approved |
|---|---|---|---|
| D1 | 10' | None | |
| D2* | 5' | None | 5' |
| R | 5' | 15' | 10' |
| M | 10' | None | 15' |
| W | 15' | 50' | 30' to 50' |
| S | 10' | None | 40' to [illegible] |
| IL | 30' | None | 30.37 |
| Angle of Skew | 90° | 45° | 90° |

*One common approach to adjacent property may be permitted provided W does not exceed 50'

† Strike out word not applicable.

Form E 297—1000 6-51

Road Approach Permit No. 4904
(To be assigned by Salem Office)

OREGON STATE HIGHWAY COMMISSION

# Application and Permit to Construct Approach Road

Carl Schaarschmidt, Applicant,
(Name of person, firm or corporation)

of Route 1, Box 625, Canby, Oregon, under the provisions of chapter 308, Oregon Laws 1949, as amended by chapter 186, Oregon Laws 1951, hereby declares and represents to the State of Oregon, by and through its State Highway Commission, that he is the owner lessee* of certain real property abutting upon a state highway at the following described location, and that he has lawful authority to apply for this permit and to request and authorize the State of Oregon to construct such approach road, and makes application for a permit to construct and maintain a temporary permanent* approach road connecting said property on the East side of Pacific East Highway, No. 1 E, Route No. U.S./Ore.* 99E, in Clackamas County, Oregon, between/at/near* Glouchester Street in West Gladstone and ............, and more particularly described as being at Mile Post 10.707 10.691, Highway Engineer's Station 63/01 South Driveway 68/93 North as indicated by the dimensions, figures and sketch map or plan contained herein.

The applicant hereby agrees, that if such permit is granted, to fully and faithfully comply with all the provisions and regulations hereinafter set forth and such other reasonable rules or regulations as may hereafter be promulgated by the Oregon State Highway Commission governing the construction, maintenance, and operation or use of such approach road, and further agrees to bear all expense of construction and maintenance of said approach road.

Date April 27, 1954

Carl Schaarschmidt
(Signature of applicant or name of company)

By ............

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COUNTY & CITY SECTION
JUL 29 1974
☐ ENGR. ☐ COOR. ☐ SE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

## GENERAL PROVISIONS

1. No approach road or other facility shall be constructed upon the highway right of way until a signed copy of this permit is returned to the applicant.

2. The word Engineer as used herein shall mean the State Highway Engineer or his duly authorized representative.

3. This permit is granted with the specific understanding that the applicant shall be responsible and liable for all accidents, damage or injury to any person or property resulting from the construction, maintenance, repair, operation or use of said approach road for which the applicant may be legally liable, and that the applicant shall hold blameless and harmless and shall indemnify the State of Oregon, its State Highway Commission and members thereof, its officers, agents and employees against any and all claims, demands, loss, injury, damage, actions and costs of actions whatsoever, which they or any of them may sustain by reasons of the acts, conduct or operations of the applicant, his agents or employees in connection with the construction, maintenance, repair, operation or use of said approach road.

4. The construction, maintenance, operation and use of said approach road is subject to the paramount control of the legislature over said highway, and no right or privilege herein granted shall be deemed or construed to be beyond the reach or authority of the legislature to control the said highway, and the applicant in accepting this permit accepts it knowing that the rights and privileges herein granted may at any time be defeated and abrogated by legislative act.

5. The stopping or parking of vehicles upon the state highway right of way for the servicing of such vehicles or in furtherance of any business transaction or commercial establishment is strictly prohibited. Minimum set back distances as shown by dimensions on the sketch map or plan herein for buildings, pump islands, or any other structure now existing on or hereafter placed on applicant's property, shall be strictly observed. NO APPROACH WILL BE CONSTRUCTED FOR OR BY ANY APPLICANT FAILING TO CONFORM.

6. The number of approaches to a single property shall be limited to a minimum that will allow the property to accommodate and service such traffic as may be reasonably anticipated. NO APPROACH ROAD WILL BE CONSTRUCTED TO OR PERMITTED ON A HIGHWAY OR SECTION THEREOF WHERE RIGHTS OF ACCESS TO OR FROM THE ABUTTING PROPERTY HAVE BEEN ACQUIRED BY THE STATE THROUGH PURCHASE OR GRANT OR WHERE RIGHTS OF ACCESS HAVE NEVER ACCRUED.

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* Strike out word or words not applicable.

2. APPROACH ROAD: Type of surface Crushed Gravel Top width 39' and 36'

Surface thickness 4" in. Pipe required? Yes Diam. 12" Length 36' in North Appro

Kind Concrete Culvert Min. depth cover 6'

Bridge, catch basin or other unusual drainage facility required? No

(If so, explain on attached sheet and submit sketch or specify Std. Plan No. ______)

Treatment of island, if any ______

Kind and amount of fill required None Exc. ______

Materials to be furnished or items of work to be done by applicant All

(List specifically, or if none, state "none")

Materials to be furnished or items of work to be done by State None

(List specifically, or if none, state "none")

Estimated cost of State work None Check, M. O. or cash? ______

3. HIGHWAY SURFACE: Type Concrete Width 44' Curbs? No (If so, show type)

Shoulder-width 6 Oiled? Yes R/W-Width of this side 60'

Alignment at approach road On tangent (On tangent, or approx. degree curve left or right)

Sight distance (from point 6 feet back of shoulder or curb) 1000' ahead 1000' back

Right of access purchased or otherwise obtained by State? No

Nature of business to be served by this approach Fruit Stand

Is adequate space provided for parking vehicles off the R/W? Yes

Permit recommended (District Maintenance Superintendent) Date 4/27/54

Permit recommended (Division Engineer) Date 4/27/54

## AUTHORIZATION OF PERMIT

In consideration of the applicant's agreement to comply in all respects with the regulations of the State Highway Commission covering such operations, permission is hereby granted for the construction of the approach road or driveway as described in the above application and Special Provisions, said approach road or driveway to be in accordance with the regulations herein set forth. It is expressly understood that this permit is conditioned upon replacement or restoration of the highway to its original or to a satisfactory condition. It is further understood that this permit is issued subject to the approval of local, city or town authorities having joint supervision over said street or highway.

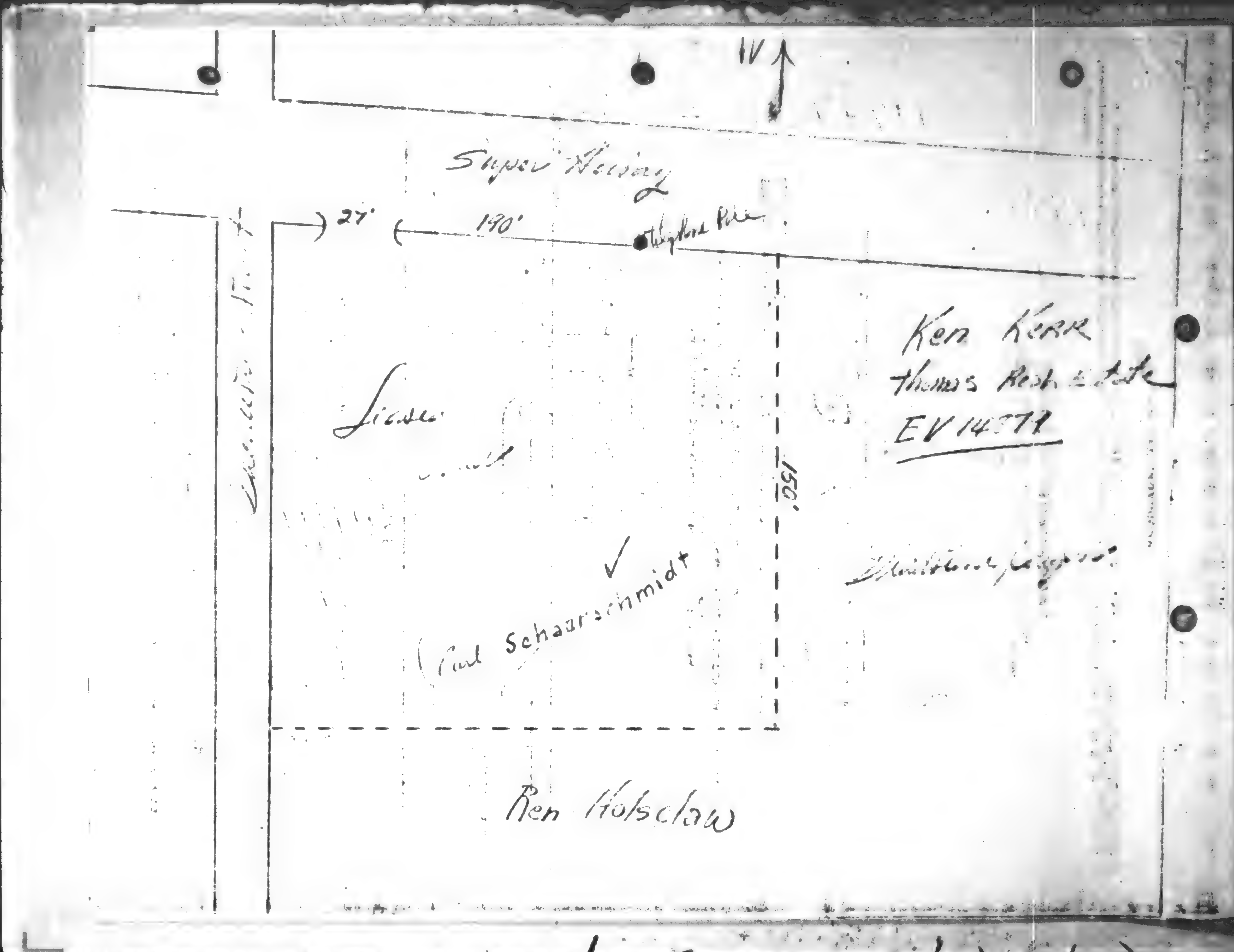
Dated APR 29 1954

OREGON STATE HIGHWAY COMMISSION

By

ASST. DIRECTOR OF PERMITS

State Printing Dept

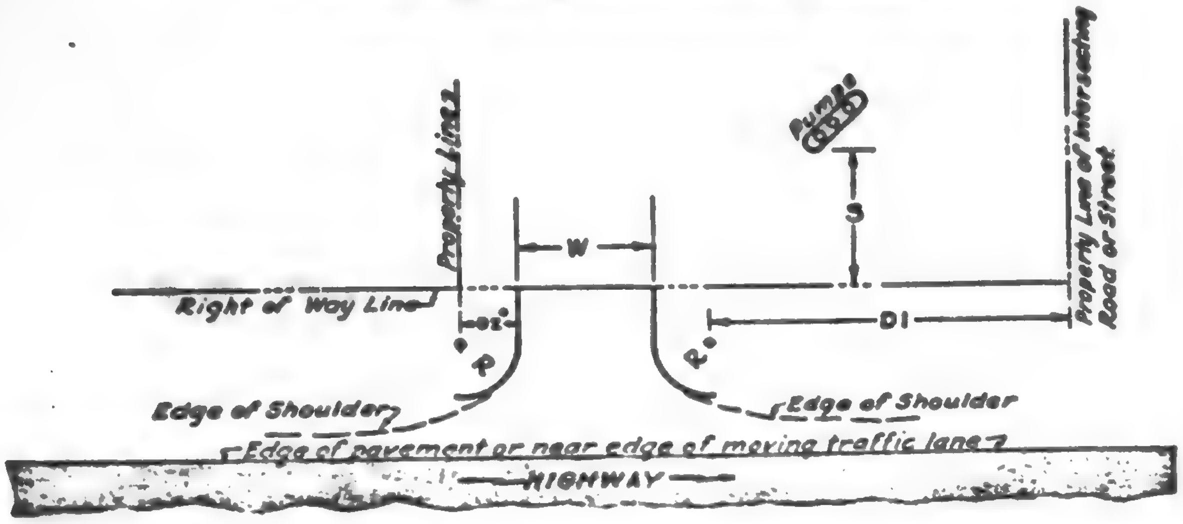

W
Super Highway
27'
190'
Telephone Pole
Ken Kerr
Thomas Real Estate
EV 14577
150'
Liese
Paul Schaarschmidt
Ren Holsclaw

## SPECIAL PROVISIONS

1. The approach road covered by this permit shall be ~~single~~/dual,† and shall conform to the dimensions and figures indicated on the following or attached sketch map, cross-section and schedule of dimensions, and shall be constructed to the grade established by the Engineer.

## SINGLE APPROACH ROAD

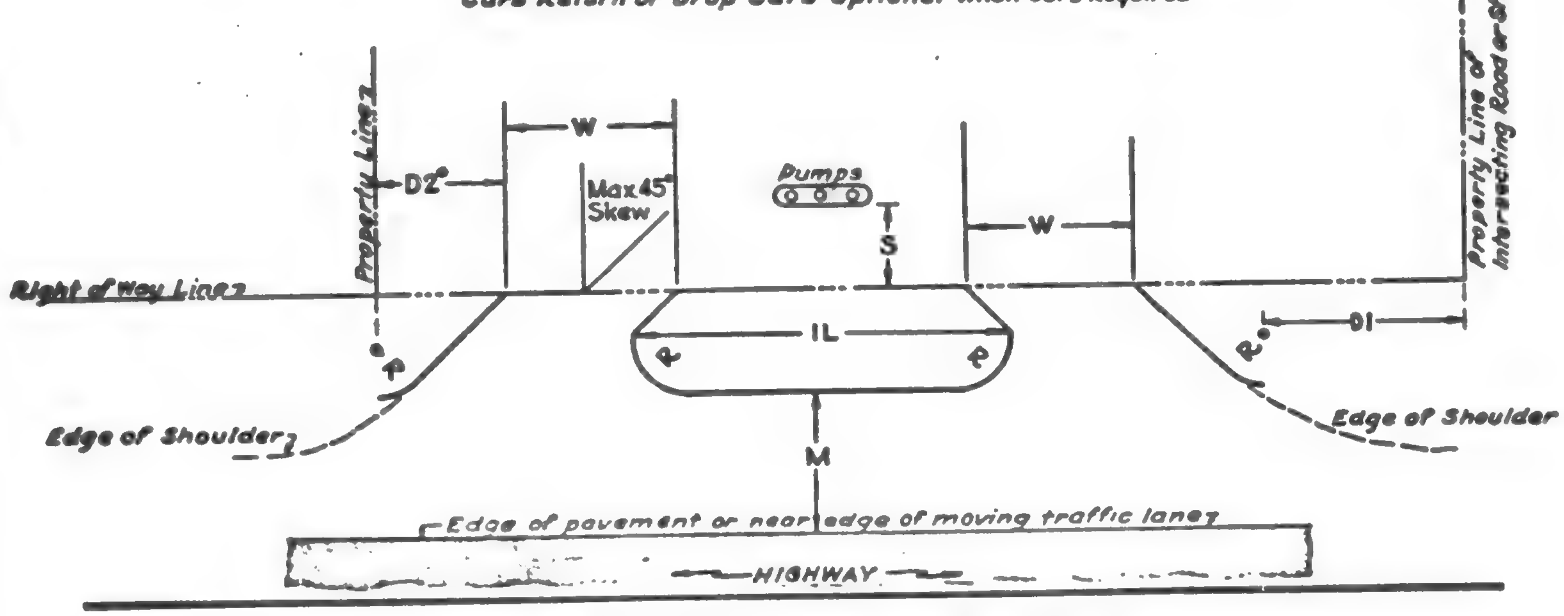
*Right Angle or Skew Construction Optional*
*Curb Return or Drop Curb Optional When Curb Required*


Pumps
Property Lines
W
S
Property Line of Intersecting Road or Street
Right of Way Line
D2*
D1
*R
R*
Edge of Shoulder
Edge of Shoulder
Edge of pavement or near edge of moving traffic lane
HIGHWAY

## DUAL APPROACH ROAD

**DUAL APPROACH ROAD NOT PERMITTED IF TOTAL HIGHWAY FRONTAGE IS LESS THAN 100 FEET**

*Right Angle or Skew Construction Optional*
*Curb Return or Drop Curb Optional When Curb Required*



## SCHEDULE OF DIMENSIONS

*Applicable to Single or Dual Type Access*

| Dimension | Minimum | Maximum | Approved |
|---|---|---|---|
| D1 | 10' | None | 16' |
| D2* | 5' | None | 22' |
| R | 5' | 15' | 10' |
| M | 10' | None | 14' |
| W | 15' | 50' | 39' South 36' North |
| S | 10' | None | None |
| IL | 30' | None | 74' Open ditch |
| Angle of Skew | 90° | 45° | 30° |

*One common approach to adjacent property may be permitted provided W does not exceed 50'

† Strike out word not applicable.

Form E [illegible]

11 [illegible] — 9220

Road Approach Permit No. 9220
(To be assigned by Salem Office)

OREGON STATE HIGHWAY COMMISSION

# Application and Permit to Construct Approach Road

STANDARD OIL COMPANY OF CALIFORNIA
(Name of person, firm or corporation)
, Applicant,

of P. O. BOX 950, PORTLAND Oregon, under the provisions of ORS 374.305 to 374.325, hereby declares and represents to the State of Oregon, by and through its State Highway Commission, that he is the ~~owner~~/lessee* of certain real property abutting upon a state highway at the following described location, and that he has lawful authority to apply for this permit and to request and authorize the State of Oregon to construct such approach road, and makes application for a permit to construct and maintain a ~~temporary~~/permanent* approach road connecting said property on the East side of East Pacific Highway Highway, No. 1-E, Route No. U.S./XXXX 99-E, in Clackamas County, Oregon, between XXXXXX Portland and Oregon City, and more particularly described as being at Mile Post 10.737 N. 10.756 S., Highway Engineer's Station 66+68-67+03 N. 65+68-66+03 S. as indicated by the dimensions, figures and sketch map or plan contained herein.

The applicant hereby agrees, that if such permit is granted, to fully and faithfully comply with all the provisions and regulations hereinafter set forth and such other reasonable rules or regulations as may hereafter be promulgated by the Oregon State Highway Commission governing the construction, maintenance, and operation or use of such approach road, and further agrees to bear all expense of construction and maintenance of said approach road.

Date January 12, 1959

Standard Oil Company of California
Western Operations, Inc.
(Signature of applicant or name of company)

By [illegible]

RECEIVED
COUNTY & CITY SECTION
JUL 29 1974
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

## GENERAL PROVISIONS

1. No approach road or other facility shall be constructed upon the highway right of way until a signed copy of this permit is returned to the applicant.

2. The word Engineer as used herein shall mean the State Highway Engineer or his duly authorized representative.

3. This permit is granted with the specific understanding that the applicant shall be responsible and liable for all accidents, damage or injury to any person or property resulting from the construction, maintenance, repair, operation or use of said approach road for which the applicant may be legally liable, and that the applicant shall hold blameless and harmless and shall indemnify the State of Oregon, its State Highway Commission and members thereof, its officers, agents and employees against any and all claims, demands, loss, injury, damage, actions and costs of actions whatsoever, which they or any of them may sustain by reasons of the acts, conduct or operations of the applicant, his agents or employees in connection with the construction, maintenance, repair, operation or use of said approach road.

4. The construction, maintenance, operation and use of said approach road is subject to the paramount control of the legislature over said highway, and no right or privilege herein granted shall be deemed or construed to be beyond the reach or authority of the legislature to control the said highway, and the applicant in accepting this permit accepts it knowing that the rights and privileges herein granted may at any time be defeated and abrogated by legislative act.

5. The stopping or parking of vehicles upon the state highway right of way for the servicing of such vehicles or in furtherance of any business transaction or commercial establishment is strictly prohibited. Minimum set back distances as shown by dimensions on the sketch map or plan herein for buildings, pump islands, or any other structure now existing on or hereafter placed on applicant's property, shall be strictly observed. NO APPROACH WILL BE CONSTRUCTED FOR OR BY ANY APPLICANT FAILING TO CONFORM.

6. The number of approaches to a single property shall be limited to a minimum that will allow the property to accommodate and service such traffic as may be reasonably anticipated. NO APPROACH ROAD WILL BE CONSTRUCTED TO OR PERMITTED ON A HIGHWAY OR SECTION THEREOF WHERE RIGHTS OF ACCESS TO OR FROM THE ABUTTING PROPERTY HAVE BEEN ACQUIRED BY THE STATE THROUGH PURCHASE OR GRANT OR WHERE RIGHTS OF ACCESS HAVE NEVER ACCRUED.

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* Strike out word or words not applicable.

2. APPROACH ROAD: Type of surface Asphaltic concrete Top width 35' N. 35' S.

Surface thickness 3-1/2 in. Pipe required? Diam. Length

Kind Min. depth cover

Bridge, catch basin or other unusual drainage facility required?

(If so, explain on attached sheet and submit sketch or specify Std. Plan No. )

Treatment of island, if any Type "C" curbing between driveways 40' East of Hwy Centerline

Kind and amount of fill required none Exc. none

Materials to be furnished or items of work to be done by applicant All material and labor.

Note: Drainage that originates on the service station lot shall be handled by dry wells that will be built and maintained by applicant. Drainage at the corner of Glouchester will have to run south along curb line to get to highway culvert at Sta. 64+75.

(List specifically, or if none, state "none")

Materials to be furnished or items of work to be done by State None

(List specifically, or if none, state "none")

Estimated cost of State work Nil Check, M. O. or cash?

3. HIGHWAY SURFACE: Type Concrete Width 44' Curbs? No (If so, show type)

Shoulder-width 7' Oiled? yes R/W-Width of this side 60'

Alignment at approach road Tangent (On tangent, or approx. degree curve left or right)

Sight distance (from point 6 feet back of shoulder or curb) 600' ahead 600' back

Right of access purchased or otherwise obtained by State? No

Nature of business to be served by this approach Service Station

Is adequate space provided for parking vehicles off the R/W?

Permit recommended (District Maintenance Superintendent) Date 2/17/59

Permit recommended Assistant (Division Engineer) Date 2/17/59

## AUTHORIZATION OF PERMIT

In consideration of the applicant's agreement to comply in all respects with the regulations of the State Highway Commission covering such operations, permission is hereby granted for the construction of the approach road or driveway as described in the above application and Special Provisions, said approach road or driveway to be in accordance with the regulations herein set forth. It is expressly understood that this permit is conditioned upon replacement or restoration of the highway to its original or to a satisfactory condition. It is further understood that this permit is issued subject to the approval of local, city or town authorities having joint supervision over said street or highway.

Dated 2-24-59

OREGON STATE HIGHWAY COMMISSION

By

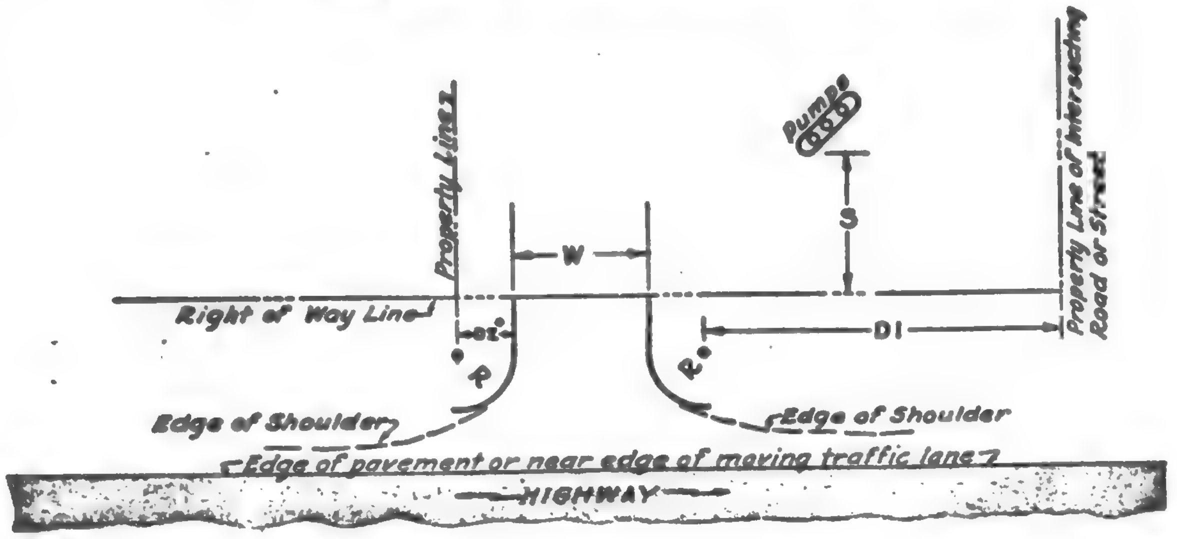
State Printing

## SPECIAL PROVISIONS

1. The approach road covered by this permit shall be dual,† and shall conform to the dimensions and figures indicated on following or attached sketch map, cross-section and schedule of dimensions, and shall be constructed to the grade established by Engineer.

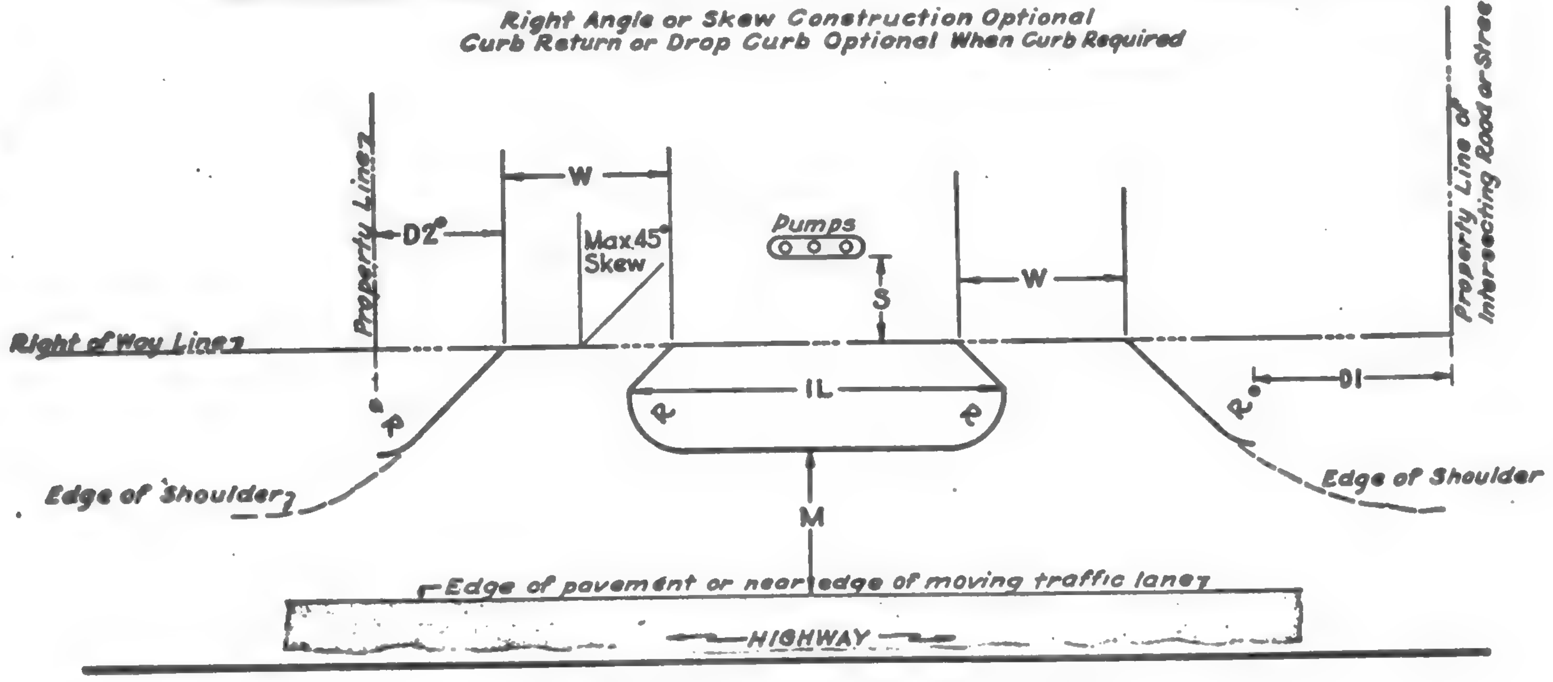
### SINGLE APPROACH ROAD

*Right Angle or Skew Construction Optional*
*Curb Return or Drop Curb Optional When Curb Required*


Property Line
Pumps
S
W
Property Line of Intersecting Road or Street
Right of Way Line
D2*
D1
R
R
Edge of Shoulder
Edge of Shoulder
Edge of pavement or near edge of moving traffic lane
HIGHWAY

### DUAL APPROACH ROAD

*DUAL APPROACH ROAD NOT PERMITTED IF TOTAL HIGHWAY FRONTAGE IS LESS THAN 100 FEET*
*Right Angle or Skew Construction Optional*
*Curb Return or Drop Curb Optional When Curb Required*



### SCHEDULE OF DIMENSIONS

*Applicable to Single or Dual Type Access*

| Dimension | Minimum | Maximum | Approved |
|---|---|---|---|
| D1 | 10' | None | 10' |
| D2* | 5' | None | 10' |
| R | 5' | 15' | 10' |
| M | 10' | None | 18' |
| W | 15' | 50' | 35' N. 35' S. |
| S | 10' | None | 14' |
| IL | 30' | None | 76' |
| Angle of Skew | 90° | 45° | 90° |

*One common approach to adjacent property may be permitted provided W does not exceed 50'

† Strike out word not applicable.

**OREGON STATE**
**HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

July 2, 1974

Keep

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM R. L. Schroeder
Assistant State Highway Engineer

SUBJECT Pacific Highway East at Gloucester Street
City of Gladstone
Clackamas County
TOPICS Project T-5025 (29)

This negative declaration is to accompany our request for location-design approval of the subject federal-aid TOPICS project.

*LOCATION AND DESCRIPTION OF PROJECT* The proposed project is located in the city of Gladstone, Clackamas County, Oregon, at the intersection of Pacific Highway East (McLoughlin Boulevard) and West Gloucester Street, approximately 3/8 mile north of the Clackamas River.

The proposed project will consist of the installation of a fully-traffic actuated, multiphase traffic control signal; painted channelization to provide for easier recognition of the lanes and left-turn refuge; and flattening of the curb radius to make turning movements easier. Estimated cost of the project is $52,000.

**A DIVISION OF THE DEPARTMENT OF TRANSPORTATION**

*PURPOSE OF PROJECT* The project is intended to alleviate major delays and reduce the safety hazards that now occur as traffic is attempting to enter Pacific Highway East from Gloucester Street or to turn left from the highway to Gloucester.

*EXISTING ENVIRONMENTAL SETTING* Pacific Highway East (FAP 26) is a major north-south route carrying daily volumes of approximately 25,000 vehicles in the project area. The volume has steadily increased over the past five years. Commercial development along the highway is extensive for several miles north and south of the intersection, and commercial access to the highway is virtually unlimited. The highway has four lanes plus a median lane used as a continuous turning refuge. Traffic is controlled by traffic signals placed at approximately four-block intervals.

Gloucester Street serves different functions on either side of the intersection at the Pacific Highway. On the east side, Gloucester is a quiet, two-lane residential street extending the width of the older area of Gladstone and ending on Oatfield Road. Gladstone has experienced substantial growth northeast of Oatfield Road, along Webster Road. For some residents in this area, Gloucester Street is the fastest access to the highway. At the intersection, ADT on Gloucester is approximately 1,800 vehicles.

On the west side of the intersection, Gloucester is one block long and serves as an access road from River Road to Pacific Highway. Average daily traffic for this section is approximately 850 vehicles, two-thirds of which are entering Gloucester from the highway. Land use on this side of the highway includes a large trailer court, a golf course, and lower-income, single-family residences. At present, travelers from this area tend to use the Glen Echo Avenue or Arlington Street intersections when crossing Pacific Highway or making a left-hand turn onto the highway.

The approach to the Gloucester Street intersection from the Pacific Highway is visually chaotic, and the intersection is not obvious. A driver on Gloucester approaching the highway from either direction is confronted during peak afternoon hours by heavy traffic with few gaps, making crossing and left hand turns difficult. Traffic is controlled only on Gloucester by stop signs. These conditions have contributed to 14 accidents involving 7 injuries over the past 5 years. In addition, traffic tends to back up along Gloucester and in the left-turn refuge on the highway.

Land use in the immediate area of the intersection is commercial. The corners are occupied by ROBO Car Wash, Immer & Oswald Volvo Sales, Brown's Lumber Yard and the Grange Service Station. All except the service station have driveways or parking on the highway. One of the driveways for the car wash is particularly close to the intersection.

*DISCUSSION OF ENVIRONMENTAL IMPACTS* The positive impacts from this project will be increased safety and reduction of delays for left-turning and crossing traffic.

There are four minor negative impacts from the project, involving driveway closures, increased traffic volumes, noise levels and air quality. The most important of these is the proposed closure of some of the driveways of the ROBO Car Wash, Brown's Lumber Yard and Immer & Oswald Volvo Sales. The Immer & Oswald driveway is used only for extra parking, and they have indicated that their desire for a signal outweighs their concern over parking loss. ROBO Car Wash has three driveways. The one being closed is nearest the corner and is used by customers leaving the business. It is the opinion of the Highway Division that, with a signal, the car wash could not utilize the driveway on the highway effectively, but an exit on Gloucester could be used. The management of Brown's Lumber Yard would prefer a right-turn-only sign at their exit to closure of their driveway.

All of the driveways are within the present right-of-way and will require revised access permits. No new right-of-way need be acquired.

Gloucester is expected to experience some increased traffic volume from vehicles diverted from the Arlington Street-Pacific Highway and Glen Echo Avenue-Pacific Highway intersections, which are presently backed-up with traffic during peak periods. The increase is expected to be about 400 vehicles from the east on Gloucester and 200 vehicles from the west. The increase is not expected to impact residents on this street significantly.

In the immediate area of the intersection, noise pollution would increase very slightly. Air pollution during peak traffic conditions would increase because of the interruption of main line traffic, but the magnitude of such an increase should be minor and would be apparent only on the roadway. On a daily basis, total emissions would be unchanged within the project area. This project should in no way hinder the attainment of the air quality goals as set forth in the Oregon Clean Air Act Implementation Plan.

Temporary interruptions in traffic flow can be expected to come during installation of the signal. Adequate flagging and signing will be provided for the protection and guidance of traffic during the construction period.

Under Federal Highway Administration Instructional Memorandum 50-1-70, paragraph 2(a) and by agreement with the state, this project is of a type that is exempt from the State Clearinghouse review. Therefore, a Notice of Intent will not be furnished the State Clearinghouse or the local Council of Governments for the O.M.B. A-95 review process.

**BASIS FOR NEGATIVE DECLARATION** It is the conclusion of the Oregon State Highway Division that this proposal does not constitute a "major action" as defined in Policy and Procedure Memorandum 90-1, Appendix F, paragraphs 2 through 4; that no right-of-way will be required; and that there will be no major change in traffic patterns; nor is the proposal expected to affect existing or planned land use or significantly adversely affect the social or natural environment.

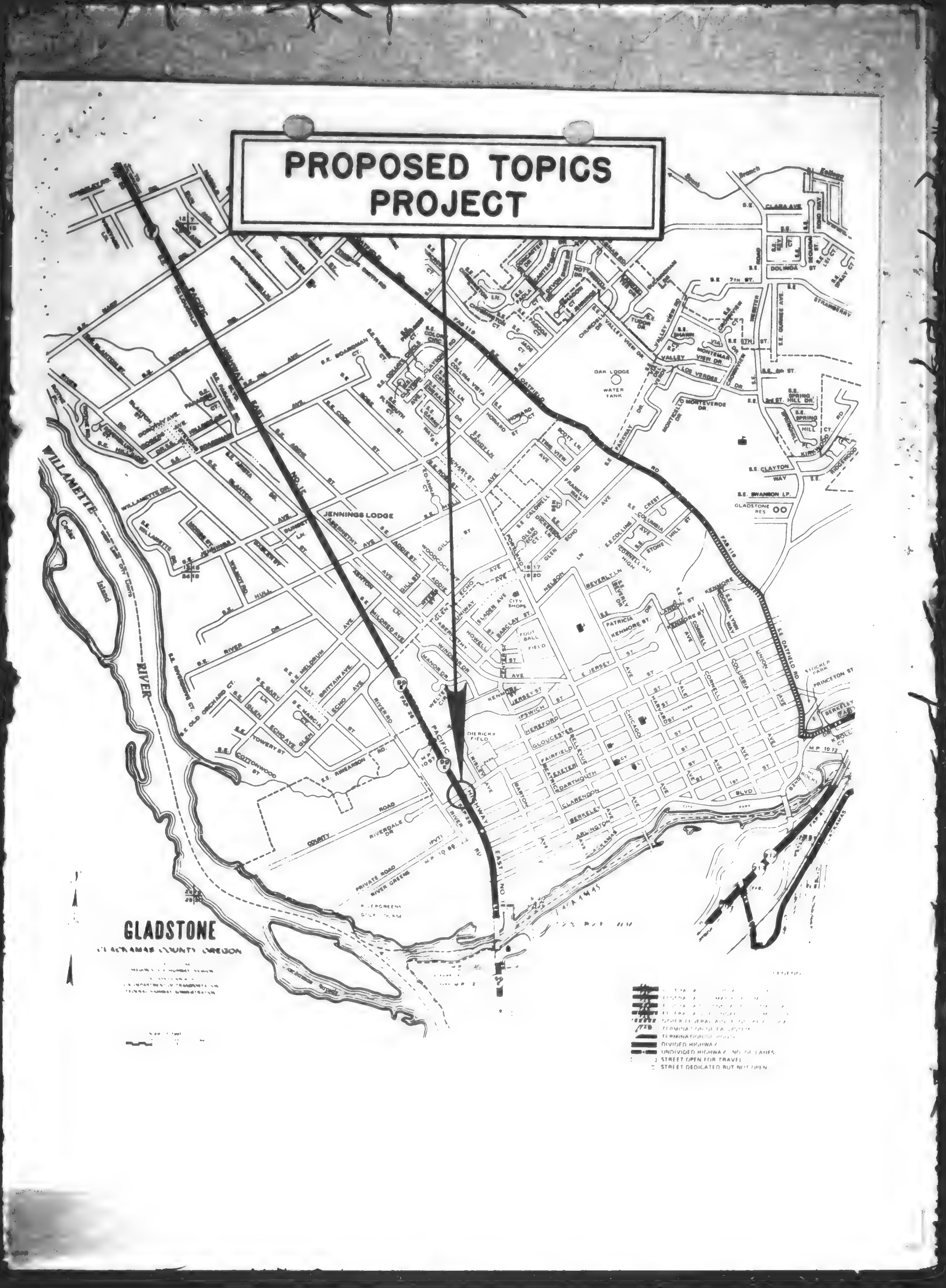
Your concurrence is respectfully requested.

Endorsement to Oregon State Highway
Division

Concur ______ Date JUL 15 1974
Division Engineer

DK:sz

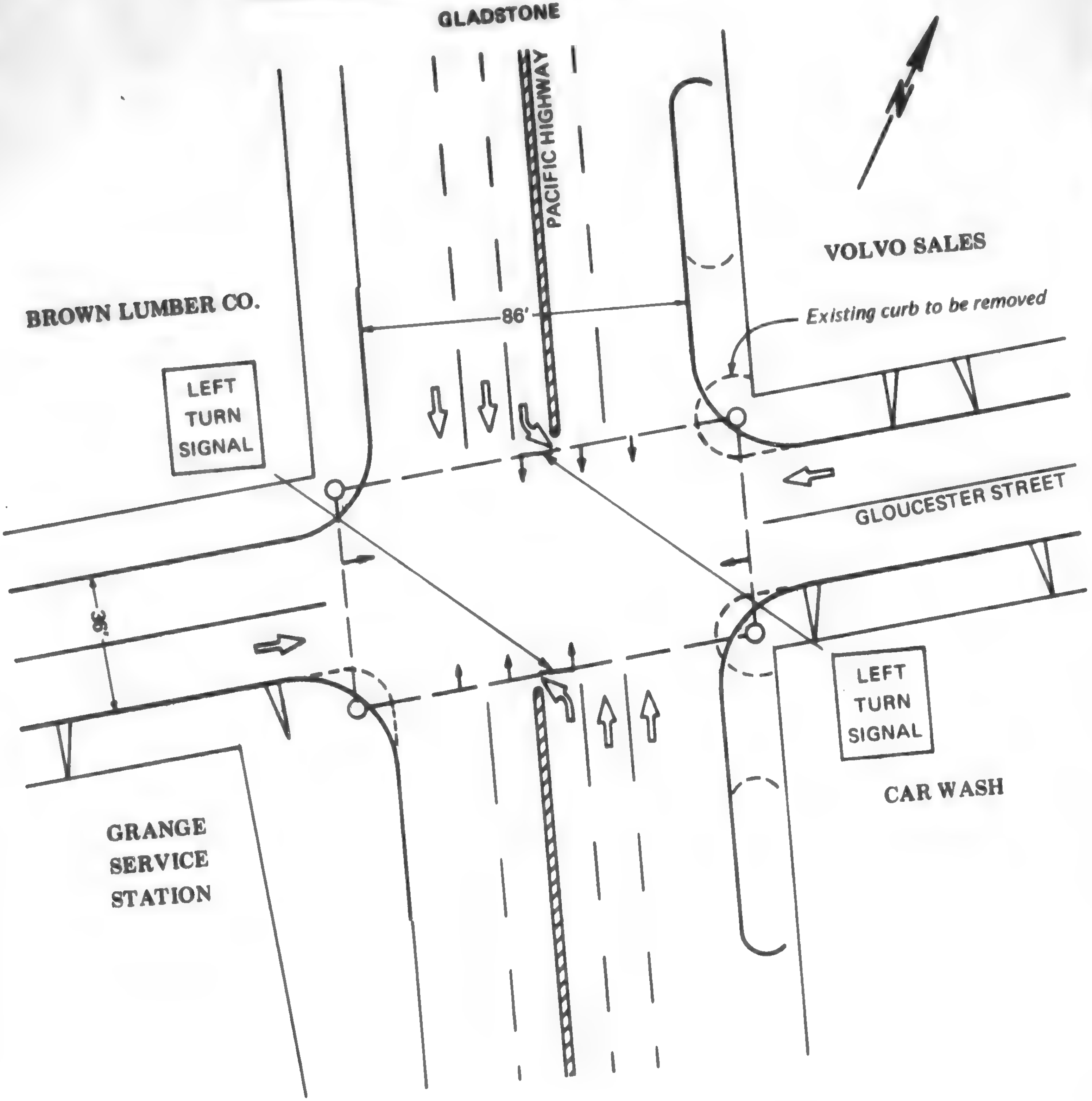
cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
J. H. Versteeg
R. E. Royer
V. D. Wolfe
L. W. Rulien
Ed Hardt

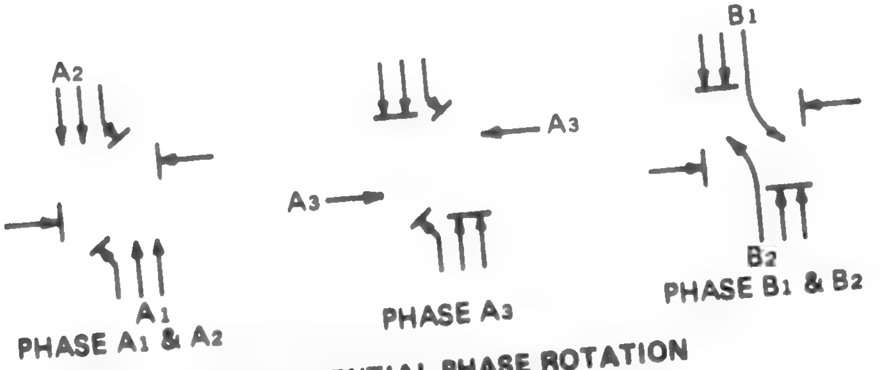

PROPOSED TOPICS PROJECT
GLADSTONE
CLACKAMAS COUNTY OREGON
WILLAMETTE RIVER
JENNINGS LODGE
OAK LODGE WATER TANK
GLADSTONE RES
CITY SHOPS
FOOT BALL FIELD
DIERICKX FIELD
PACIFIC HIGHWAY
FAP 119
S.E. OATFIELD RD
RIVER RD
COUNTY ROAD
PRIVATE ROAD
RIVER GREENS
STOCKLE PARK
PRINCETON ST
BERKELEY
KROLL CT
M P 10 72
CLACKAMAS
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY - NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN

# PROPOSED SIGNALS AND CHANN[illegible]ATION

## PACIFIC HIGHWAY EAST AT GLOUCESTER STREET

## GLADSTONE





PREFERENTIAL PHASE ROTATION

**MEMO TO FILES**

June 11, 1974

Re: TOPICS Project T-5025(29)
Pacific Hwy. East @ Gloucester Street
City of Gladstone

The preliminary survey for the subject project has been completed and is in Region 1 office. It has been determined that closure of two driveways and removal of parking on the Pacific Highway is beneficial for safe traffic operation at this intersection.

Please initiate the necessary action, per the existing agreement dated April 16, 1974, to comply with the applicable FHWA requirements.

Gary E. Zehner
Gary E. Zehner
Urban Program Engineer
County & City Unit

GEZ:ljt

cc: Leonard A. Strobel
City of Gladstone
L. W. Rulien
J. R. Oakes
E. L. Hardt (Attn: K. Rolfe
& R. Ewen)

☑ ENGR. ☑ ASST. ☐ OE ☑ AE ■ UE
☑ UPE ☑ CE ☑ RE ☒ RPE ☐

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

June 10, 1974

FROM: Robert T. Ewen
Resident Locating Engineer

TO: Victor D. Wolfe
Location Engineer

SUBJECT: Transmittal Location Data
TOPICS Project
McLoughlin Blvd @ Gloucester St.
City of Gladstone
Prefix 3-0612

We submit herewith field location data for subject TOPICS project including one sheet mylar half & half and four pages of Engineer's Estimate and Computations. Location of signals and signal loops and costs of signals were supplied by R. W. Failmezger, Regional Traffic Engineer.

The City requested that the curb radius be flattened to 25 feet. In order to accomplish this, driveways at three corners became quite critical. Mr. Leonard Strobile, City Administrator, talked to each of the three property owners and it appears that closure of these driveways is possible. Our District Engineer is presently negotiating revised road approach permits for closure of these driveways. Mr. Don Harwell, City-County, has been advised of this.

Please advise if further data is desired.

6-12-74
Survey data to Traffic
GEZ

RTE/b
enc
cc: Edward L. Hardt

Wills

1-734-3184K

EGON STATE HIGHWAY DIVISION

## FINAL QUANTITY CALCULATIONS

CONTRACT NO. ______

SHEET ______ OF ______ SHEETS

BRIDGE NO. ______

S OF JOB 99E & Gloucester St.

19___ BACKCHECKED BY ______ 19___

DE BY RCB May 1979 CHECKED BY ______

FIELD BOOK NO. ______ PAGE ______

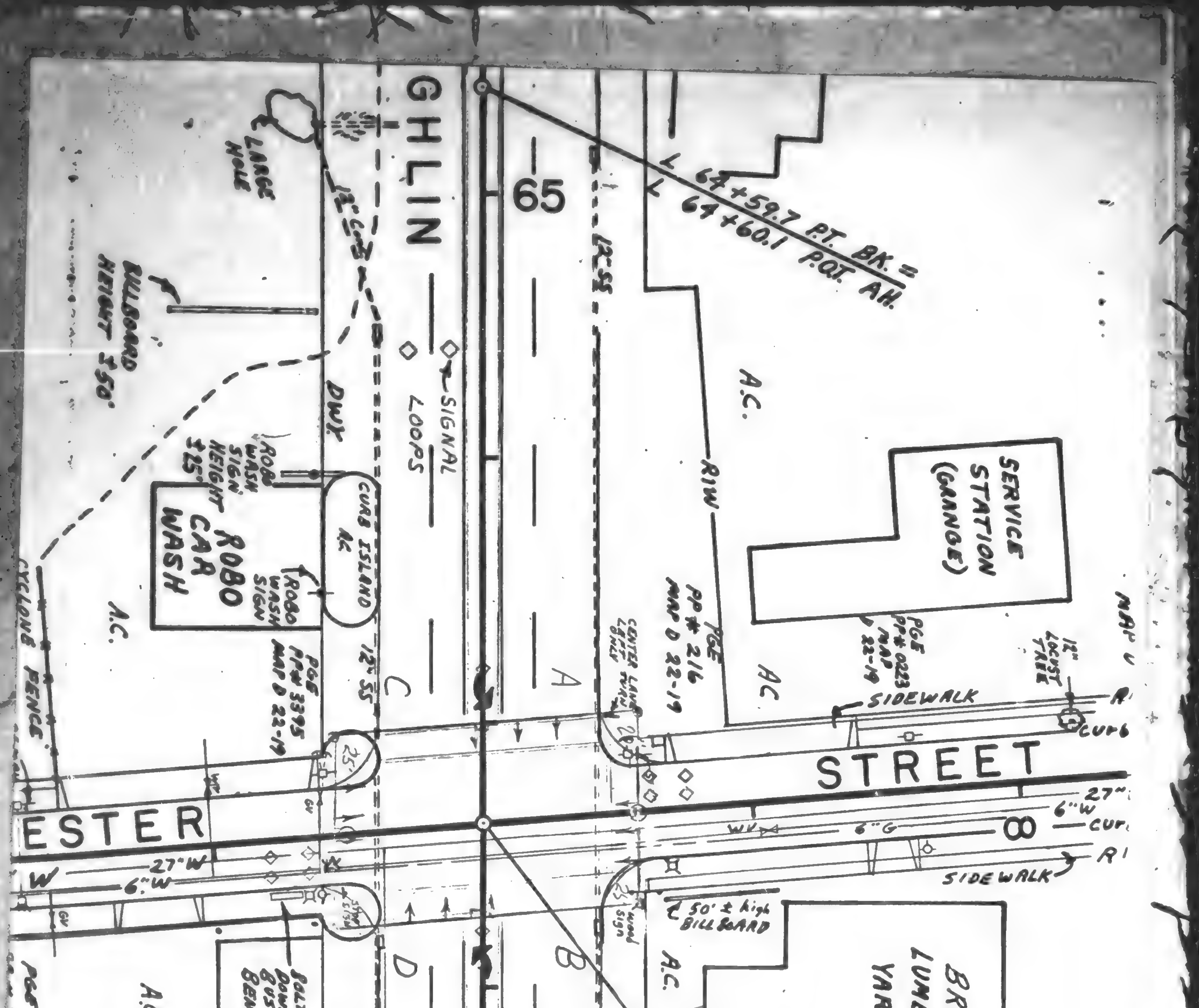
TRACT NO.

REFER DWG. NOS.: ______

| EM NO | SECTION | UNIT PRICE | QUANITY | TOTAL |
|---|---|---|---|---|
| 04 | EXTRA WORK BY OTHERS | | | |
| | 1. ADJUST PGE POLE #216 | | | |
| | 2. PAVEMENT STRIPPING | | | |
| 02 | REMOVE A.C. PAV'T. | $0.50/S.Y. | 250 | 125 |
| 02 | REMOVE CONCRETE CURBS | $1.00/L.F. | 235 | 235 |
| 02 | CONCRETE REMOVAL | $1.00/SY | 15 | 15 |
| 03 | GENERAL EXCAV. | $2.00/C.Y. | 74 | 148 |
| 25 | FURNISHING & PLACING TOPSOIL | $4.00/C.Y. | 173 | 692 |
| 03 | CLASS "B" ASPHALT CONC. | $50.00/TON | 27 | 135 |
| 08 | INSTALL CONCRETE WALKS | $7.00/S.Y. | 83 | 581 |
| 09 | INSTALL CONCRETE CURBS | $2.00/L.F. | 260 | 520 |
| 41 | REMOVE STOP SIGNS | $5.00/EA | 2 | 10 |
| 61 | INSTALL TRAFFIC SIGNALS | LUMP SUM | ALL | 40,000 |
| 83 | LAWN CONSTRUCTION | $13,000/ACRE | 0.06 | 780 |
| | SUBTOTAL | | | 43,241 |
| | +20% ENG'R & CONTIN. | | | 8759 |
| | TOTAL | | | 52,000 |

TOTALS

Sheet Total


GHLIN
65
BLV
ESTER
STREET
67+59.7 P.T. BK. = 67+60.1 P.O.T. AH.
67+38.13 P.O.T. = G 10+00.00 P.O.T.
SERVICE STATION (GRANGE)
BROWN'S LUMBER YARD
ROBO CAR WASH
ROBO WASH SIGN HEIGHT ±15'
ROBO WASH SIGN
IMMER & OSWALD
CURB ISLAND AC
CURB ISLAND "GRASS"
CONCRETE SLAB RAISED 0.3
BOLTED DOWN BUS BENCH
SIGN POLES
SIGNAL LOOPS
BILLBOARD HEIGHT ±50'
50' ± high BILLBOARD
LARGE HOLE
CYCLONE FENCE
CENTER LANE LEFT TURN ONLY
40 MPH SIGN
PG&E PP# 216 MAP D 22-19
PG&E PP# 3395 MAP D 22-19
PG&E PP# 0223 MAP D 22-19
PG&E PP# 633 MAP D 22-19
PG&E PP# 3396 MAP D 22
12" LOCUST TREE
SIDEWALK
CURB
R/W
DWY
A.C.
12" SS
27" W
6" W
6" G
WV
SIGN
25
26
8
A
B
C
D

City of Gladstone

GLADSTONE, OREGON

May 29, 1974

RECEIVED
COUNTY & CITY SECTION
MAY 30 1974
☑ ENGR. ☑ COOR. ☐ CE ☐ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Bldg.
Room 405
Salem, Oregon 97310

Re: TOPICS PROJECT T-5025(29)
Pacific Highway East @ Gloucester Street

Dear Mr. Cox:

This negative declaration is to accompany our request for location-design approval for the subject Federal Aid TOPICS project.

LOCATION AND DESCRIPTION OF PROJECT — This project is located in the City of Gladstone, Clackamas County, Oregon, at the intersection of Pacific Highway East (McLoughlin Blvd.) and West Gloucester Street approximately 3/8 mile north of the Clackamas River.

The proposal consists of the installation of a fully traffic actuated multiphase traffic control signal and minor channelization to provide improved alignment of traffic lanes.

PURPOSE OF PROJECT — Traffic at this intersection is now controlled by stop signs on West Gloucester Street. The project is intended to alleviate major delays and conflicts that now occur as traffic is attempting to enter the highway or making left turns to exit from the highway. The lack of adequate gaps in traffic has contributed to the excessive number of serious accidents recorded at this intersection.

DISCUSSION OF ENVIRONMENTAL IMPACTS — The installation of a traffic control signal and the realignment of some traffic lanes will allow safer movements within the intersection, increase capacity, and reduce delays. No right-of-way is needed and no other land uses will be affected by the project.

| | |
|---|---|
| BASIS FOR NEGATIVE DECLARATION | This project does not constitute a major action as defined in PPM 90-1 nor does it have the potential to significantly affect the quality of social or natural environment. |

Your concurrence is respectfully requested.

Very truly yours,

Leonard A. Strobel

Leonard A. Strobel
City Administrator

LAS/vh

TRANSACTION NUMBER 5-30

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 5-1-74

BY (Signature): L. W. RULIEN'S APRIL 29, 1974 LETTER

TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS TOPICS

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 92 THRU ______

| ITEM NO. | PROJECT NOS. | LENGTH (Miles) | TOTAL ESTIMATED COST | FEDERAL FUNDS | OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION | WORK |
|---|---|---|---|---|---|---|
| 92 | T-5025(29) | 0.0 | 30,000 | 23,300 | PACIFIC HIGHWAY EAST AT GLOUCESTER STREET (GLADSTONE) CLACKAMAS COUNTY-STATE OF OREGON | PRELIMINARY ENGINEERING TRAFFIC SIGNALS |

5-1-74

RECEIVED
STATE HWY ENGR
MAY 2 '74
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN DESIGN APPROVAL.

RECEIVED
MAY 2 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

| RECOMMENDED DATE | RECOMMENDED SIGNATURE AND TITLE | APPROVED DATE | APPROVED SIGNATURE AND TITLE |
|---|---|---|---|
| | | 5-1-74 | G. L. GREEN, DIVISION ENGINEER |

*Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-88
(Rev. 8-71)

GPO 915-490

8089

April 29, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM
L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. T-5025(29)

We are submitting program data for one TOPICS project, Item No. 92, Project No. T-5025(29), "Pacific Highway East at Gloucester St. (Gladstone) Section", which we desire to have included in the Federal-aid TOPICS Highway Program.

The project program contains all phases of preliminary engineering and construction. We hereby request your authorization to proceed with the phase of preliminary engineering necessary to obtain design approval for the project.

We will request further authorization to proceed with preliminary engineering for PS & E preparation as soon as design approval is granted.

The project is exempt from State Clearinghouse and District 2 Clearinghouse review and comments under working agreements dated April 28, 1970 and October 16, 1970, respectively.

A public hearing is not required under the provisions of paragraph 6c of PPM 20-8.

An environmental statement will be submitted in compliance with the requirements of PPM 90-1.

Enc.

DRH:js

Budget Bureau No. 41-

MONTHLY TRANSACTION NO. 5-30

DATE SUBMITTED TO R.O. MAY 1 1974

FORM PR-1
(REV. 4-61)

April 29, 1974

# FEDERAL-AID PROGRAM DATA

(PPM 21-1)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER<br>1 | PROJECT LOCATION (45 typewriter spaces)<br>SR 99E at Jct. Gloucester St. (Gladstone) | ADT | PRESENT<br>25,200 | FUTURE<br>36,000 | YEAR<br>94 | REGION<br>10 | STATE NAME<br>Oregon |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces)<br>P.E., Traffic Signals | NATL. FOREST | [illegible] | [illegible] | [illegible] | [illegible] | EMERG. YR.<br>A-1 | PL. AUTH YR | PROJECT NUMBER<br>PREFIX LETTER(S)<br>T- | NUMBER<br>5025 |

| | | | | | |
|---|---|---|---|---|---|
| CARD 4 | CLASS OF FEDERAL FUNDS<br>TOPICS | COUNTY NAME<br>Clackamas | | | |
| | NAME OF URBAN AREA<br>Portland 027 | ROUTE NO. P | FEDERAL-AID<br>26 | STATE<br>1E | U |

ESTIMATED PROJECT COST BY PHASES

| CARD | LINE NO. | CHANGE CODE | PROJECT CODE | CLASS | WORK TYPE | STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5 | 10 | | | 1 | PE | 3 | SR 99 E at Jct. Gloucester St. (Gladstone) | 0.0 | 2,000 | 1,500 | 250 | 250 (Ci |
| 5 | | | | | ROW | | | | | | | |
| 5 | 30 | | | 3 | CONST (CODE) Y031 | 3 | "Pacific Highway East at Gloucester St. (Gladstone) Sec." | 0.0 | 28,000 | 21,800 | 3,100 | 3,100 (Ci |
| CARD 1 | CODE 1 | PREPARED BY | | | | | PROJECT TOTALS | 0.0 | 30,000 | 23,300 | 3,350 | 3,350 (Ci |

REMARKS

PROGRAM APPROVAL DATES

MAY 1 1974
FHWA OREGON DIVISION

RECEIVED
COUNTY & CITY SECTION
MAY 2 1974
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

5-30

MAY 1 1974

FORM PR-1 (REV. 4-61)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

# FEDERAL-AID PROGRAM DATA

(PPM 21-1)

April 29, 1974

| PROJECT LOCATION | | ADT PRESENT | FUTURE | YEAR | REGION | STATE NAME | STATE CODE | APPN CODE | ITEM NO. |
|---|---|---|---|---|---|---|---|---|---|
| SR 99E at Jct. Gloucester St. (Gladstone) | ADT | 25,200 | 36,000 | 94 | 10 | Oregon | 41 | 077 | 92 |

| PROPOSED WORK | NAT'L. FOREST | | EMERG. YR. | PL. AUTH YR | PREFIX LETTER(S) | NUMBER | SEQ. NO. | POST MI. | DESIG. |
|---|---|---|---|---|---|---|---|---|---|
| ic Signals | | [redacted] | A-1 | | T- | 5025 | (29) | | |

TOPICS

Portland 027

COUNTY NAME: Clackamas CODE 005

ROUTE NO. P FEDERAL-AID 26 STATE 1E U.S. - -

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

| WORK TYPE | STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|---|---|---|
| PE | 3 | SR 99 E at Jct. Gloucester St. (Gladstone) | 0.0 | 2,000 | 1,500 | 250 | 250 (City) | P.E. all phases; Install traffic control signals. |
| ROW | | | | | | | | |
| CONST Y031 | 3 | "Pacific Highway East at Gloucester St. (Gladstone) Sec." | 0.0 | 28,000 | 21,800 | 3,100 | 3,100 (City) | ROW - 120' normal; Access Control- none; Parking restrictions - none. |
| | | PROJECT TOTALS | 0.0 | 30,000 | 23,300 | 3,350 | 3,350 (City) | |

RECEIVED
COUNTY & CITY SECTION
MAY 2 1974
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ UPE ☐

APPROVAL DATES

1974

DIVISION

REMARKS

-over-

USCOMM DUSC

## PACIFIC HIGHWAY EAST AT GLOUCESTER ST. (GLADSTONE) SECTION
## PROJECT NO. T-5025(29)

Existing Facilities: Pacific Highway East thru traffic unrestricted with stop condition for Gloucester St. traffic.

Pacific Highway East (FAP 3) --- 86' curbed, 4 lane with left turn lane, AC pavement, parking.

Gloucester Street --- 36' curbed, 2 lane, AC pavement, parking, sidewalks.

Project Data: The proposed work is as follows:

1. All phases of preliminary engineering.
2. Install multiple-phase full traffic actuated traffic control signal.

Additional Right-of-Way: None required.

Relocation Assistance Payments: None involved as additional right-of-way is not required.

System Action, Railroads, Airports, Water Developments, Historical and Recreational Areas: None involved.

PPM 90-1 Requirements: Environmental statement will be submitted in compliance with the requirements of PPM 90-1.

A-95 Review: Exempt from State Clearinghouse and District 2 Clearinghouse review and comments under working agreements dated April 28, 1970 and October 16, 1970, respectively.

Public Hearing: None required under provisions of paragraph 6c of PPM 20-8.

Maintenance of Traffic Operations Improvements: A city-state agreement covering maintenance obligations will be prepared to comply with paragraph 9 of PPM 21-18.

Data for PR-37: a. Preliminary Engineering

| | |
|---|---|
| Field Work | $1,000 |
| P.S. & E. Prep. | 1,000 |
| | $2,000 |

b. 100% of project is on FA Primary System.

NOTE: The project is in Congressional District No. 3.

TO: Mr. R. N. Chase
Project Management Section
BUILDING

Date April 22, 1974

Re: TOPICS Project Programing

CITY: GLADSTONE SECTION: Pacific Hwy. East @ Gloucester St.

PROPOSED WORK: Traffic signal installation

COSTS:

| | TOTAL | FEDERAL | STATE | CITY | OTHER |
|---|---|---|---|---|---|
| Construction: | 28,000 | 22,000 | 3,000 | 3,000 | |
| P.E. | 2,000 | 1,500 | 250 | 250 | |

FIELD 1,000 P.S.& E. Preparation 1,000

EXISTING FACILITIES:

Pacific Hwy. East - 86' curbed, 4 lanes with left turn lane, AC pavement, parking.

Gloucester Street - 36' curbed, 2 lane, AC pavement, parking, sidewalks.

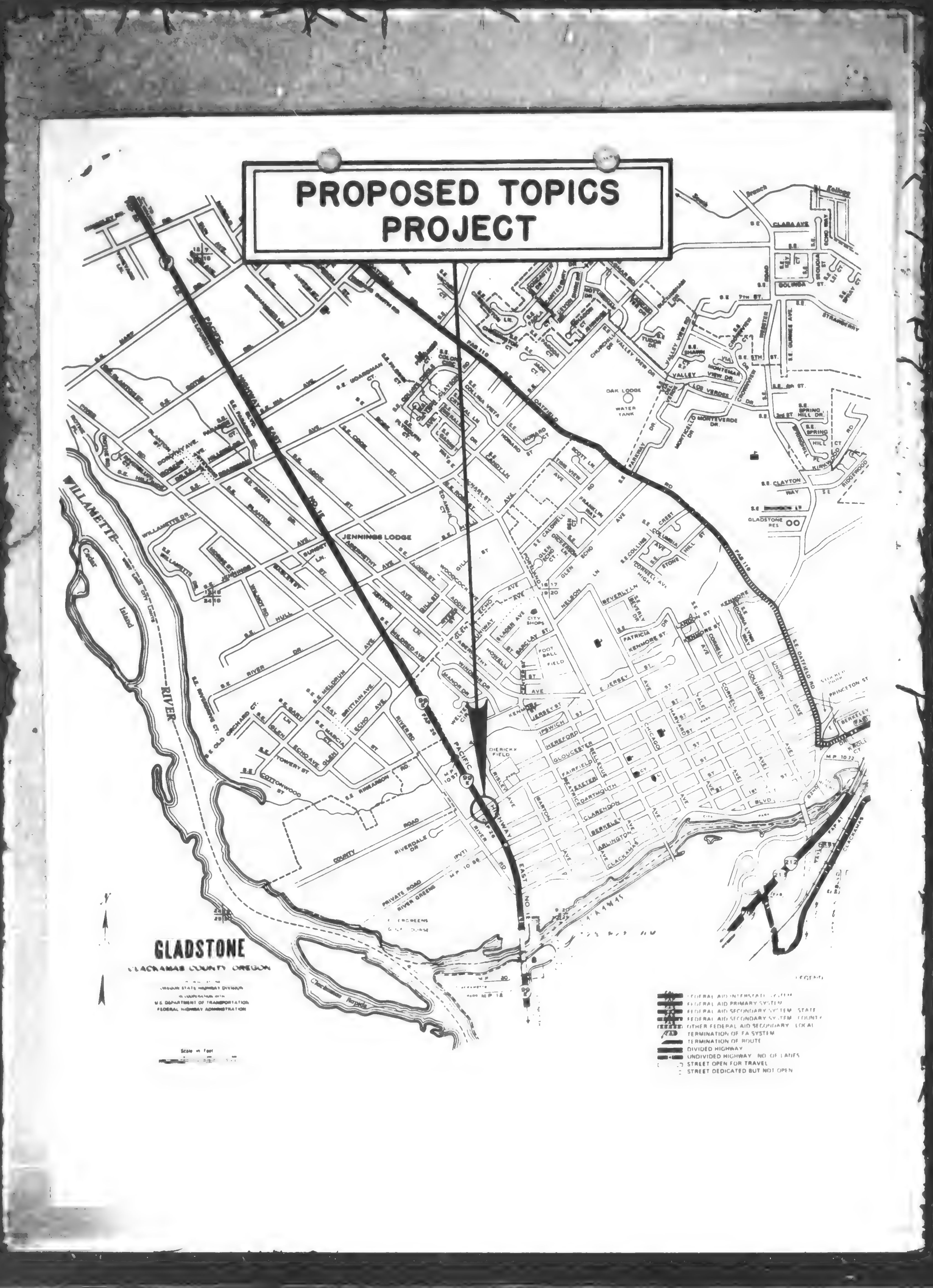
PROJECT DATA: Install multiple-phase full traffic actuated traffic control signal.

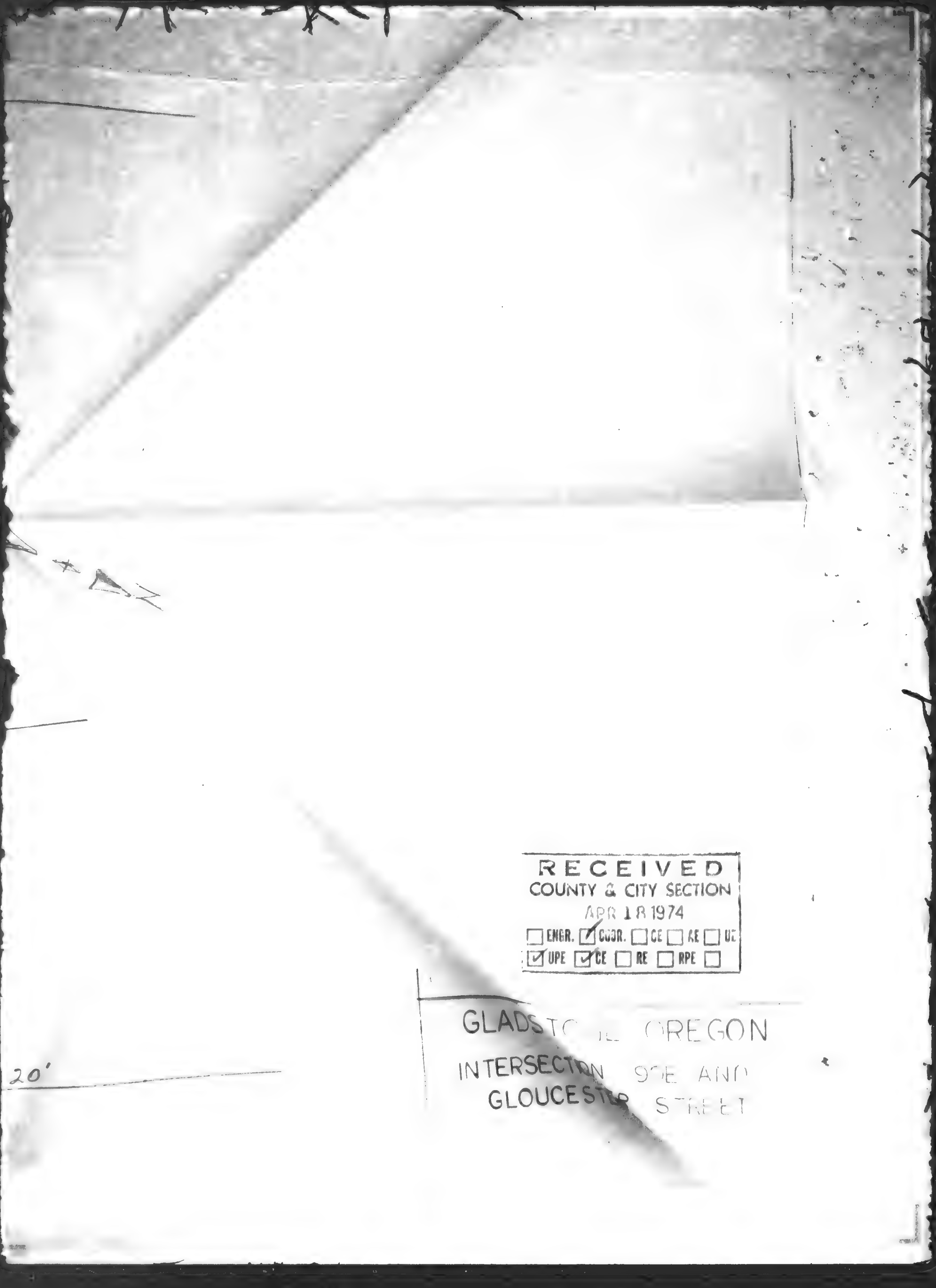
NEGATIVE DECLARATION: Will be prepared
PROJECT NO.: T-5025(-)
ADDITIONAL RIGHT-OF-WAY: None
SYSTEM ACTION: None
RAILROADS: None
AIRPORTS: None
WATER DEVELOPMENTS: None
HISTORICAL & RECREATION AREAS: None
RELOCATION ASSISTANCE PAYMENTS: None
ROUTE DATA: Pacific Hwy. East - FAP 26
STATE CLEARINGHOUSE APPROVAL: Exempt per working agreement dated April 28, 1970.
DISTRICT 2 CLEARINGHOUSE APPROVAL: Exempt per W.A. dated 10/16/70.
HEARING: None required
ACCESS CONTROL: None
PARKING RESTRICTIONS: None

ADT: Being prepared by John Hanks.

Gary
Gary E. Zehner
Urban Program Engineer
County & City Unit

☑ ENGR. ☑ ASST. ☑ OE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐


PROPOSED TOPICS PROJECT
GLADSTONE
CLACKAMAS COUNTY OREGON
OREGON STATE HIGHWAY DIVISION
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Scale in feet
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM STATE
FEDERAL AID SECONDARY SYSTEM COUNTY
OTHER FEDERAL AID SECONDARY LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
WILLAMETTE RIVER
CLACKAMAS RIVER
JENNINGS LODGE
PACIFIC HIGHWAY EAST NO. 1E
OATFIELD RD
FAS 110
CITY SHOPS
FOOT BALL FIELD
DIERICKX FIELD
GLADSTONE RES.
OAK LODGE WATER TANK
RIVER GREENS
EVERGREENS GOLF COURSE



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APR 18 1974
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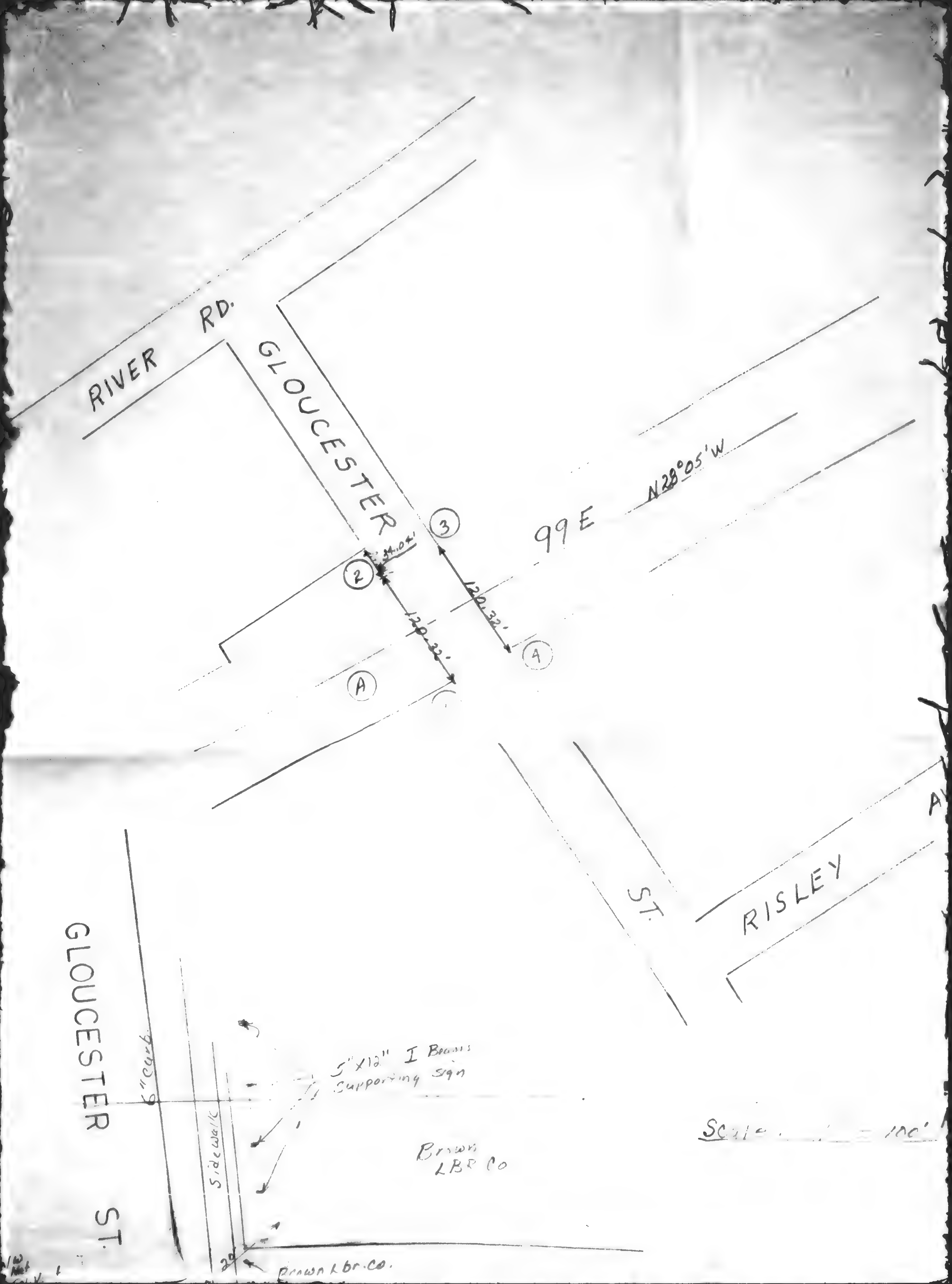
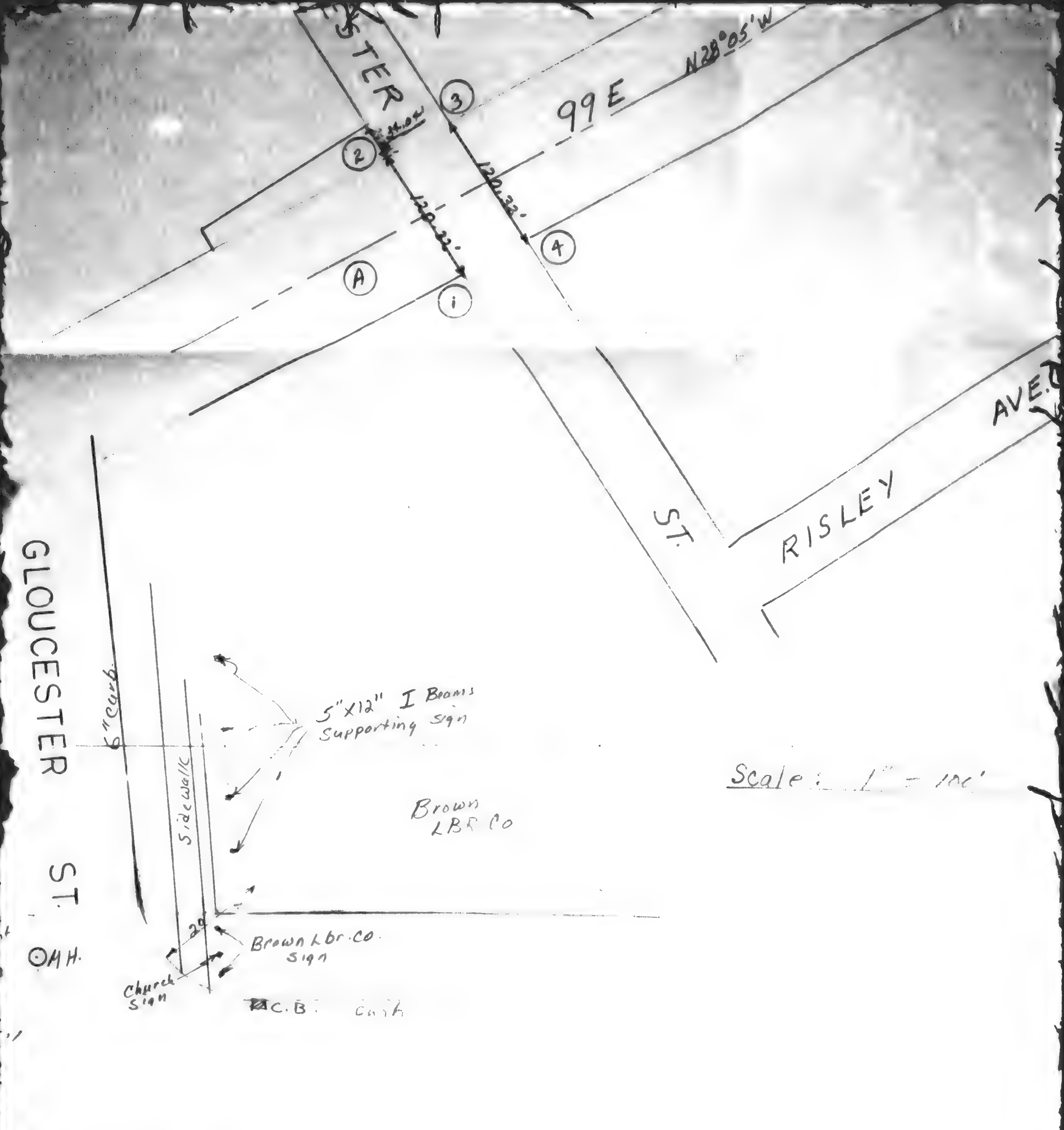
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

GLADSTONE OREGON
INTERSECTION 99E AND
GLOUCESTER STREET


RIVER RD.
GLOUCESTER
③
②
34.04'
120.32'
120.32'
④
Ⓐ
99 E
N28°05'W
ST.
RISLEY AV
GLOUCESTER ST.
6" curb
Sidewalk
5"x12" I Beams
Supporting sign
Brown LBR Co
2'
Brown Lbr. Co.
Scale = 100'


STER
N28°05'W
99 E
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34.04'
120.22'
120.32'
④
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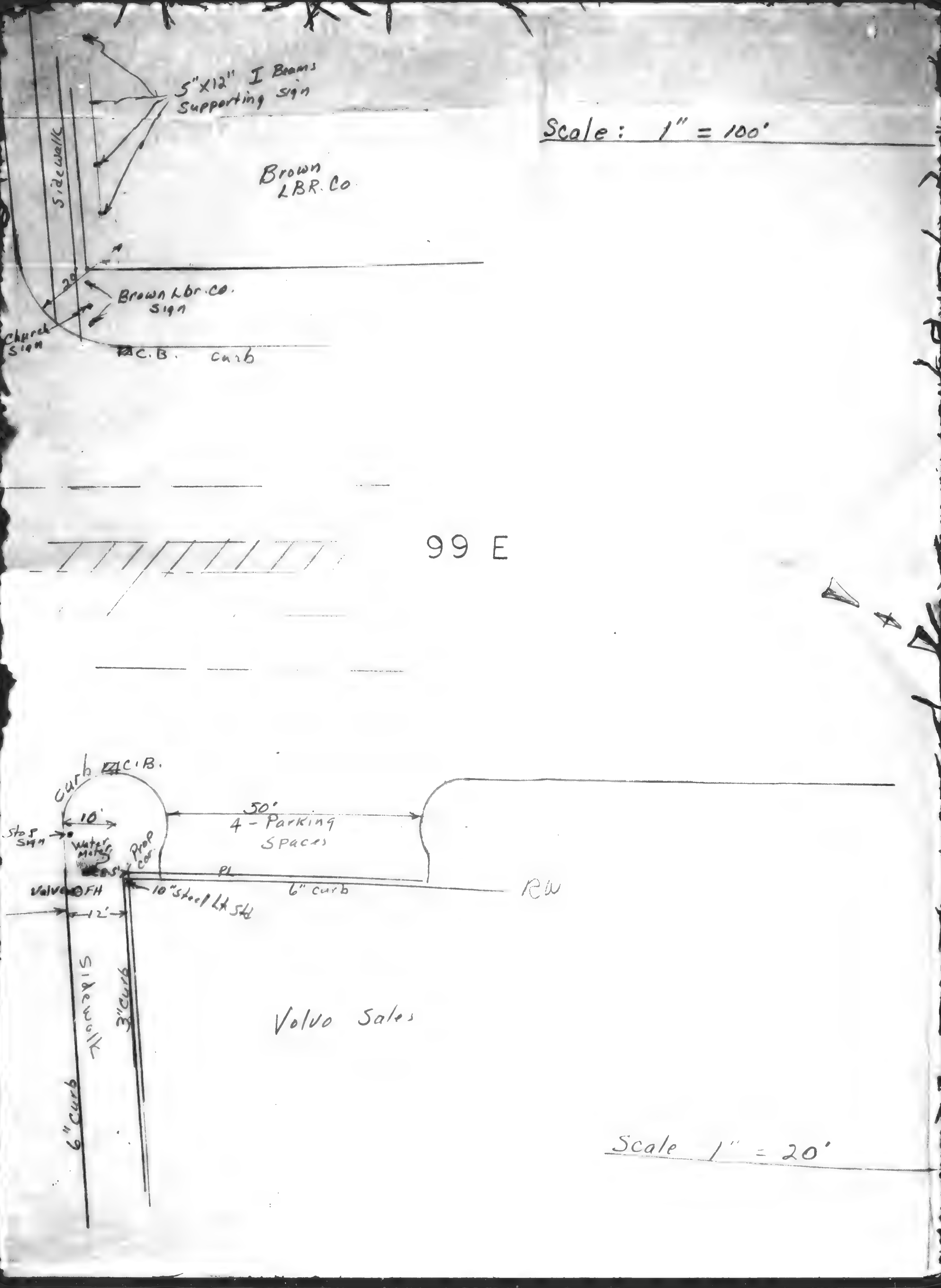
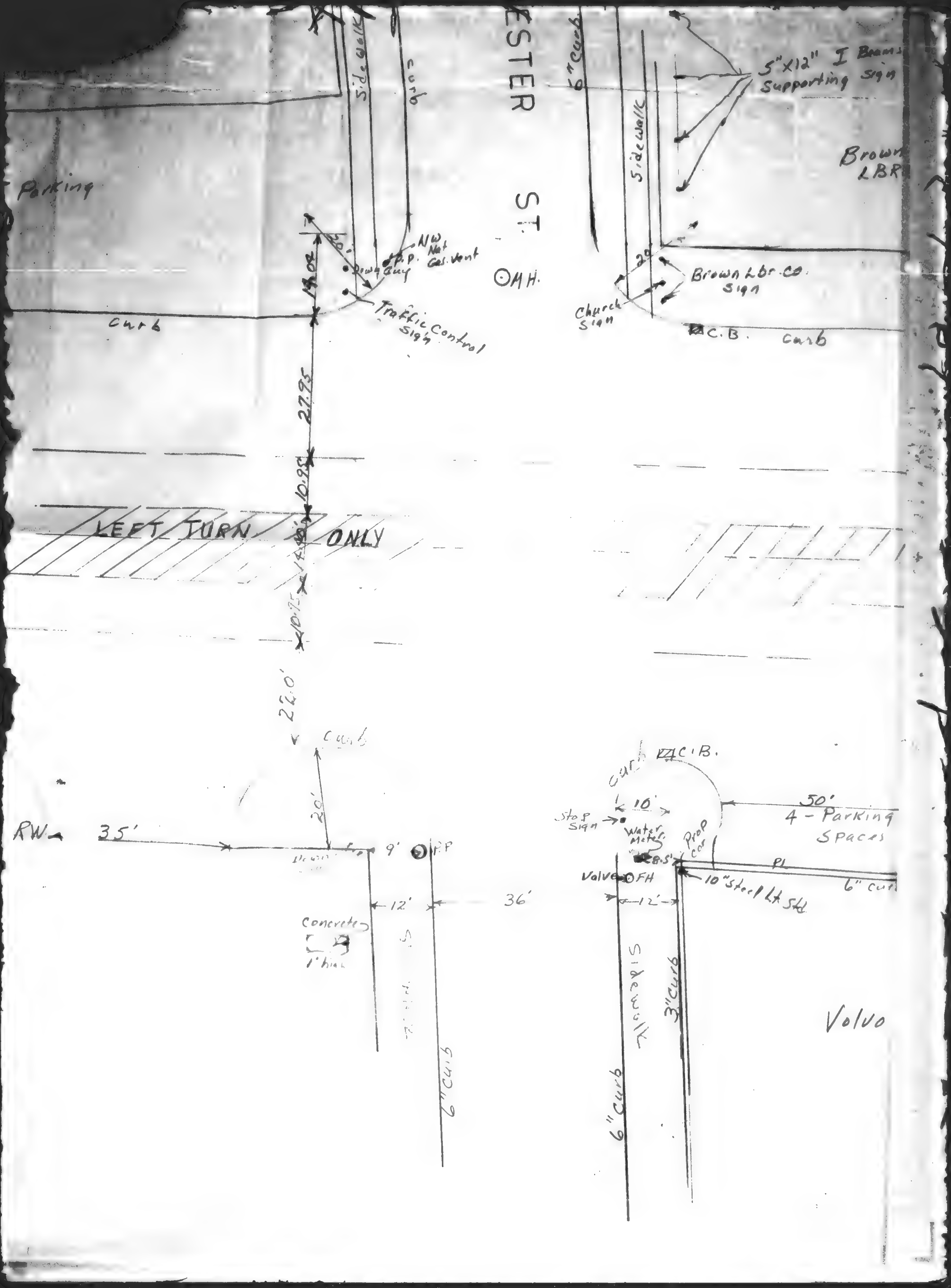
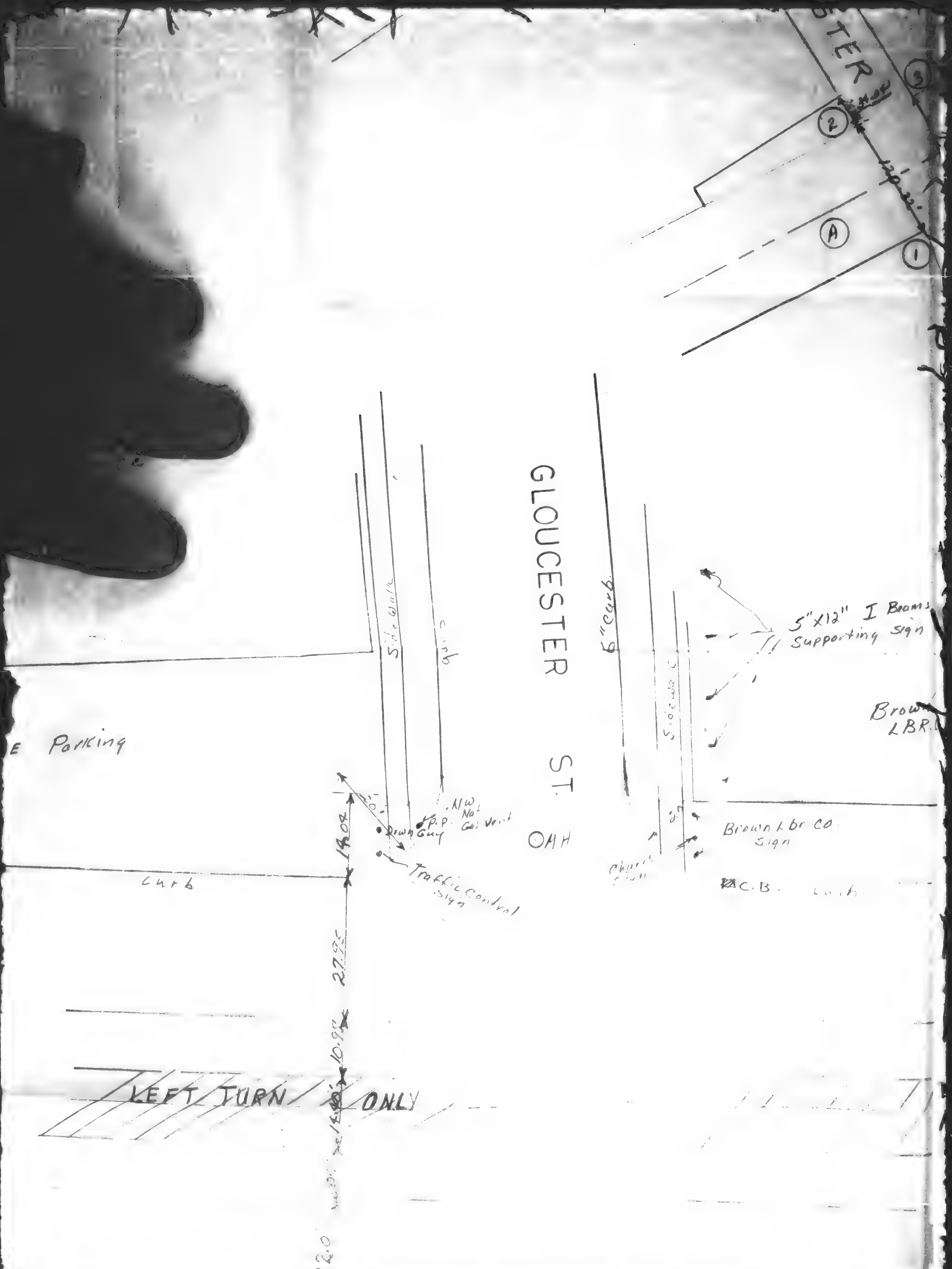
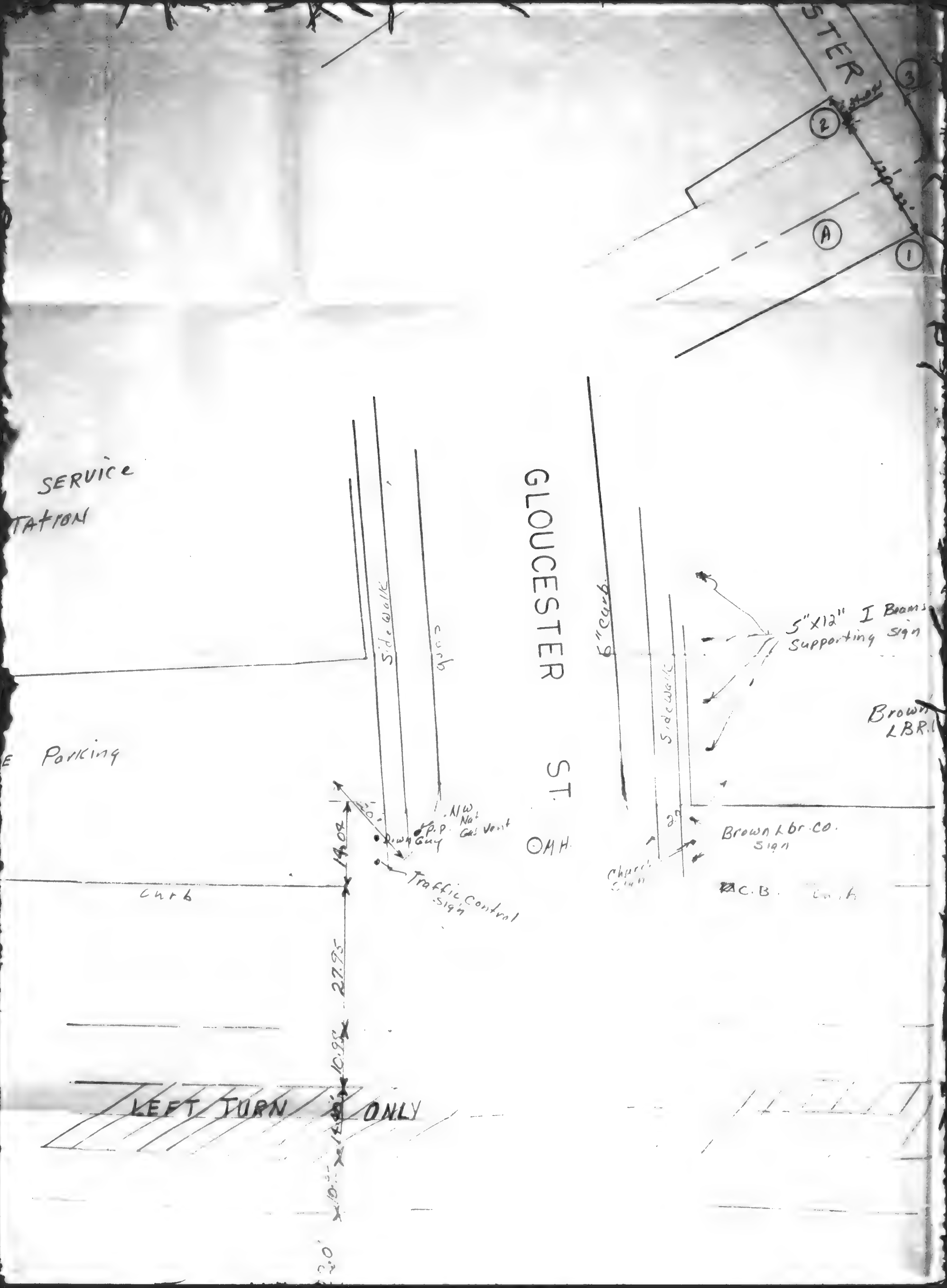
RISLEY AVE.
ST.
GLOUCESTER ST.
6" curb
Sidewalk
5"x12" I Beams Supporting Sign
Brown LBR Co
Scale: 1" = 100'
20'
Brown Lbr. Co. Sign
Church Sign
⊙M.H.
C.B.
Curb
99 E



5"x12" I Beams
Supporting sign
Scale: 1" = 100'
Sidewalk
Brown
LBR. Co
20'
Brown Lbr. Co.
Sign
Church
Sign
C.B.
Curb
99 E
curb
C.B.
10'
Stop
Sign
Water
Meter
Prop
Cor.
0.5'
50'
4 - Parking
Spaces
PL
Valve
FH
10" Steel Lt Std
6" curb
RW
12'
Sidewalk
3" curb
Volvo Sales
6" Curb
Scale 1" = 20'

ESTER
ST.
Sidewalk
curb
6" curb
Sidewalk
5"x12" I Beams Supporting Sign
Brown LBR
Parking
NW Nat Gas. Vent
P.P.
Down Guy
Traffic Control Sign
OMH.
Church Sign
Brown Lbr. Co. Sign
C.B.
Curb
Curb
30'
14.04
27.95
10.95
LEFT TURN ONLY
14.0'
10.95
22.0'
Curb
20'
RW
35'
9'
P.P.
12'
36'
Concrete
Curb
C.B.
10'
Stop Sign
Water Meter
Prop cor
8.5'
50'
4 - Parking Spaces
PL
Valve
FH
10" Steel Lt Std
6" curb
12'
Sidewalk
3" curb
6" curb
6" curb
Volvo


STER
③
②
14.04'
120.00'
Ⓐ
①
GLOUCESTER ST.
Sidewalk
Curb
6" Curb
Sidewalk
5"x12" I Beams
Supporting Sign
Brown
LBR.
E Parking
14.04
N.W. Nat. Gas Vent
P.P.
Down Guy
OMH
Traffic Control Sign
Church Sign
Brown Lbr Co.
Sign
C.B.
Curb
Curb
27.95
10.93
LEFT TURN ONLY
22.0


STER
③
②
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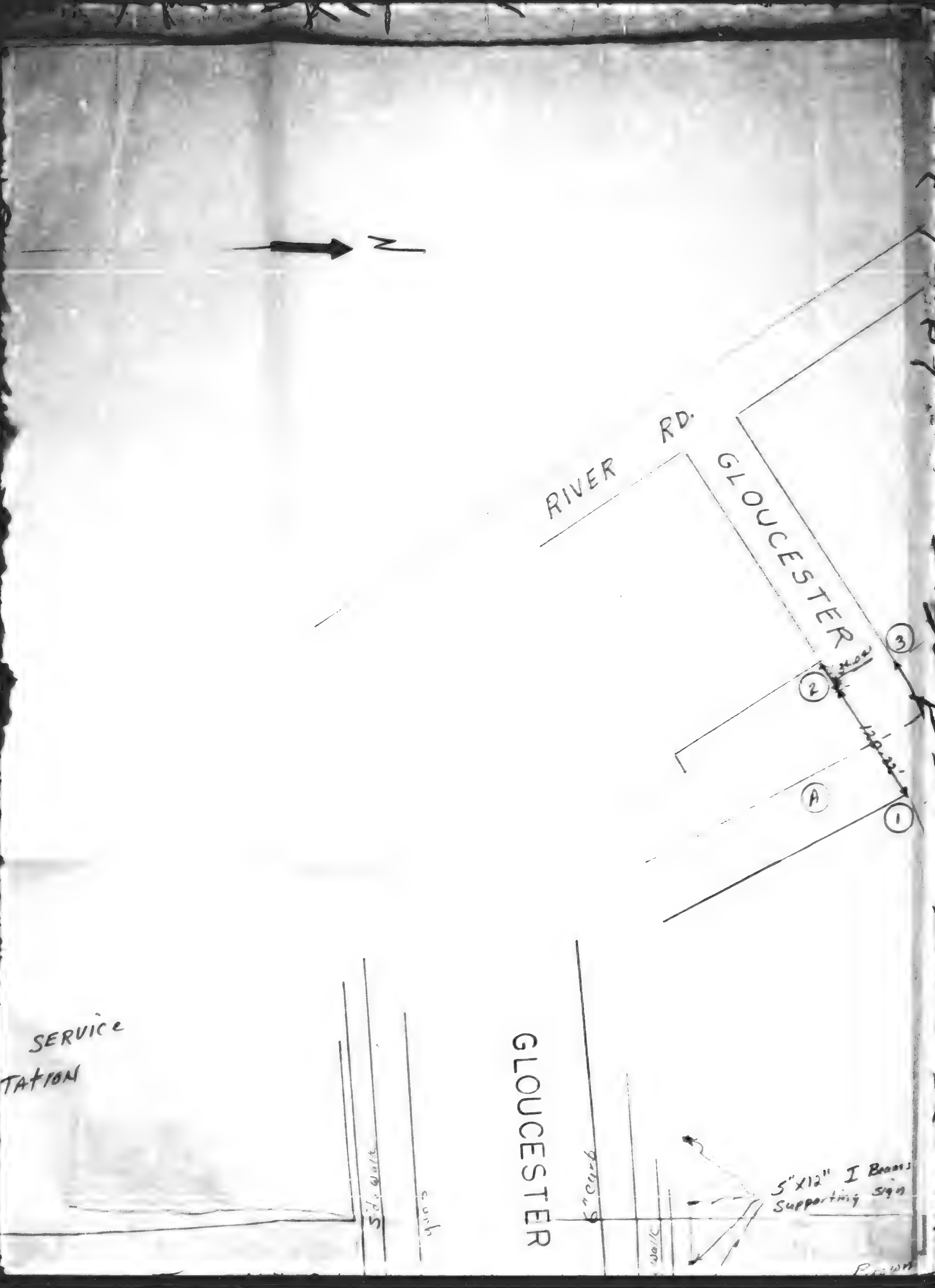
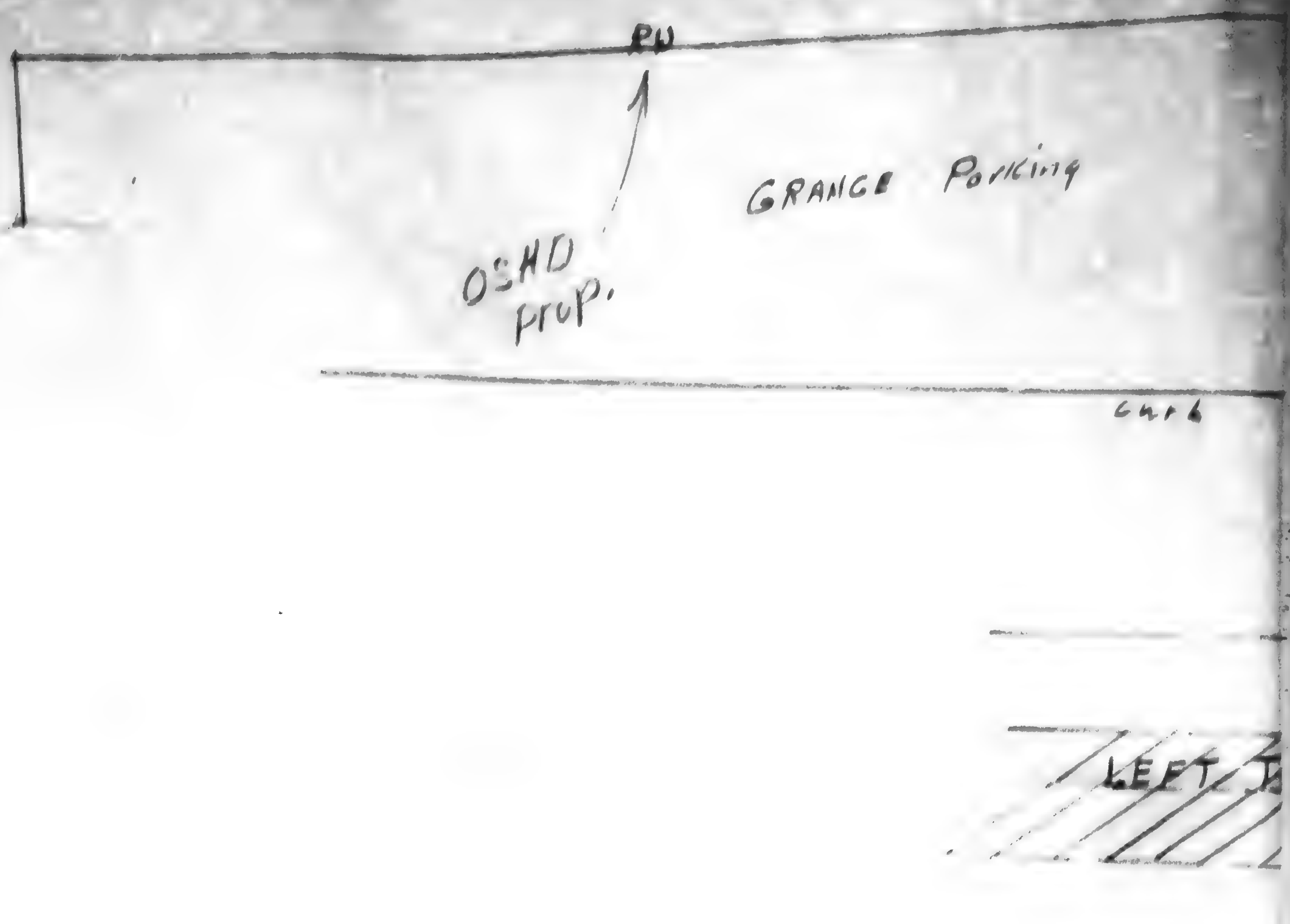
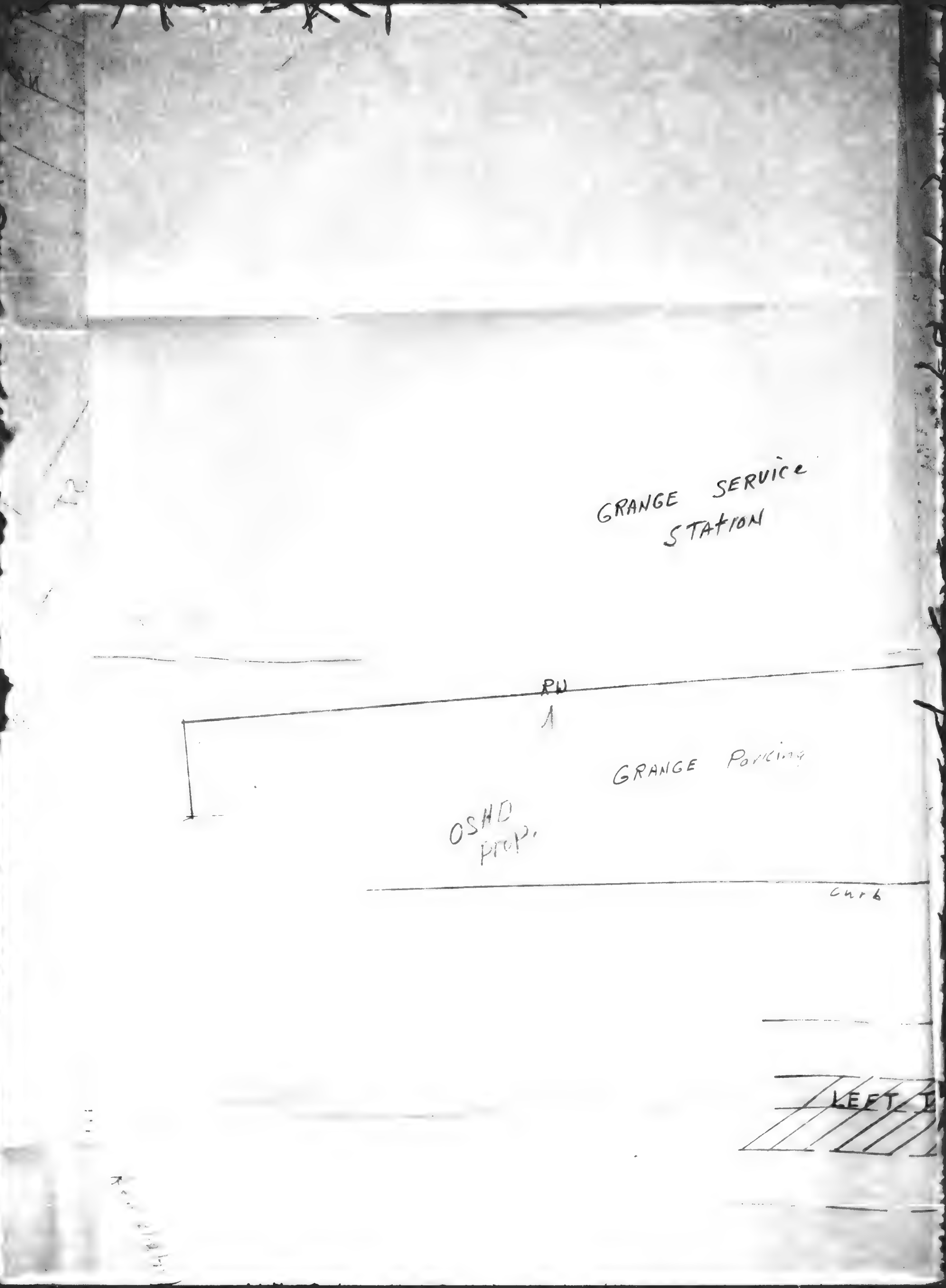
①
SERVICE
TATION
Parking
Sidewalk
curb
GLOUCESTER
ST.
6" curb
Sidewalk
5"x12" I Beams
Supporting sign
Brown
LBR.
20'
22'
NW
Nat
Gas Vent
P.P.
Down Guy
OMH
Brown Lbr. Co.
Sign
Traffic Control
Sign
Church
Sign
C.B.
Curb
Curb
14.04
27.95
10.95
LEFT TURN ONLY

N
RIVER RD.
GLOUCESTER
③
②
34.04'
130.23'
Ⓐ
①
SERVICE
TATION
Sidewalk
curb
GLOUCESTER
6" curb
walk
5"X12" I Beams
Supporting sign
Brown


PU
GRANGE Parking
OSHD Prop.
curb
LEFT T
curb
RW 35'
CAR WASH


GRANGE SERVICE STATION
RW
GRANGE Parking
OSHD Prop.
Curb
LEFT

8089

April 17, 1974

City of Gladstone
City Hall
Gladstone, OR 97027

Attention: Mrs. Bernice L. Marlow
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 4940

Gentlemen:

Attached for your records is a fully executed copy of a TOPICS agreement covering the installation of a traffic signal on the Pacific Highway East at Gloucester Street.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc H. S. Cox (agree. att.)

Form E-30 (Rev. 9-71)

T

OREGON STATE HIGHWAY DIVISION

# AUTHORITY FOR SURVEY

Section McLoughlin Blvd. @ Gloucester (Gladstone)

Date April 2, 1974

Highway Pacific, East

Authorization No. 1

County Clackamas

Survey Prefix 3-0612 (Assigned by Salem office)

Description of termini, route, length, etc.:

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AUG 12 1974
☐ ENGR. ☑ COOR. ☑ GE ☐ AE ■ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

TOPICS

Purpose of survey: Prepare plans, estimate, and specifications for traffic signal installation.

Estimate of cost:

| | | |
|---|---|---|
| Resident Engineer | (901) | $600.00 |
| Final Design | (905) | 150.00 |
| Traffic | (911) | 800.00 |
| Specifications | (921) | 250.00 |

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . . $

Previous authorization . . . . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) . .

Requests made by:

XXXXXXXXX
Traffic Office Engineer

Recommended for Approval:

XXXXXXXXX
Traffic Control Engineer

NOTED
BRUCE TAYLOR

Recommended for Approval:

XXXXXXXXX
Traffic Engineer

Approved:

Assistant State Highway Engineer

3-27-74

**GLADSTONE** - **Pacific Highway East, No. 1E, at Gloucester Street**

This intersection is a four-way intersection which carries 24,000 vehicles a day on the major leg (Pacific Highway East) and 2,000 vehicles a day on the minor leg.

A traffic signal warrant comparison indicated that based on a February 1974 manual traffic count the Interruption of Continuous Traffic Warrant for the installation of a traffic signal is nearly met. Since traffic volumes in February are low and due to the fact that a traffic signal at this location would probably attract more traffic on Gloucester Street, it can be said that the traffic signal warrant is met.

Therefore, it is recommended that a traffic signal be installed as was requested in the TOPICS project application from the City of Gladstone.

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MAR 28 1974
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☐ UPE ☐ CE ☐ RE ☐ RPE ☐

8089

1974

March 20, 1974

File with Sec of State

**TO** Oregon Transportation Commission

SIGNED BY
F. B. KLABOE

**FROM** F. B. Klaboe
Administrator and
State Highway Engineer

**SUBJECT** Proposed TOPICS Projects

There will be before you at the March 27 meeting requests from eight cities for approval of TOPICS project applications.

Coos Bay's project involves traffic signal replacement at four intersections on the Oregon Coast Highway. The total project cost is estimated to be $64,000, of which the State and City will each pay approximately $10,000.

Forest Grove's project consists of upgrading traffic signals at nine intersections on the Tualatin Valley Highway (Pacific Avenue-19th Avenue Couplet). The total project cost is estimated to be $22,000, of which the State and City will each pay approximately $2,500.

Gladstone's project consists of the installation of a traffic control signal on the Pacific Highway East (McLoughlin Blvd.) at Gloucester Street. The total project cost is estimated to be $30,000, of which the State and City will each pay approximately $3,500.

The Grants Pass project consists of the installation of traffic control signals at two intersections on the Redwood Highway (S.E. 7th Street at S. E. "L" Street and N.E. 9th Street at N.E. "F" Street). The total project cost is estimated to be $39,000, of which the State and City will each pay approximately $4,500.

Lake Oswego's project is for the installation of traffic control signals on the Oswego Highway (State Street) at Foothills Road. The total project cost is estimated to be $24,000, of which the State and City will each pay approximately $3,500. ✓

Lebanon's project involves the modifications of an existing traffic control signal on the Santiam Highway at Milton Street.

The total project cost is estimated to be $20,000, of which the State and City will each pay approximately $5,000.

Newberg's project consists of upgrading traffic control signs on a citywide basis and the realignment of the intersection of Illinois and Main Streets (Yamhill-Newberg Highway). The total project cost is estimated to be $13,000, of which the State and City will each pay approximately $1,500.

Roseburg's project involves the modification of existing traffic control signals on the Oakland-Shady Highway (Stephens Street) at Diamond Lake Boulevard. The total project cost is estimated to be $20,000, of which the State and City will each pay approximately $2,000.

These projects have been investigated and are eligible for funding under the Federal Aid TOPICS program.

I recommend your approval and request authority to sign project agreements for and on your behalf.

bc: C. W. Head ✓
G. M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. E. George
L. W. Rulien
V. E. Skoog
J. H. Versteeg
Victor D. Wolfe
H. S. Cox
E. L. Hardt
C. O. Fredrickson
A. Shirley
W. E. Schwartz
Gary Sund
R. E. Whipps

RB:ljt cm

## SUMMARY, TOPICS FUNDS
## Fiscal Years 1970, 1971, 1972 & 1973 Projects

| CITY | SECTION | PROJECT ESTIMATE | FEDERAL SHARE | STATE SHARE |
|---|---|---|---|---|
| COOS BAY | Curtis Avenue-Johnson Avenue, Oregon Coast Highway | $ 64,000 | $ 34,000 | $10,000 |
| FOREST GROVE | Main Street-Hawthorne Street, Tualatin Valley Highway | 22,000 | 17,000 | 2,500 |
| GLADSTONE | Pacific Highway East @ Gloucester Street | 30,000 | 23,000 | 3,500 |
| GRANTS PASS | SE 7th Street @ SE "L" Street & NE 9th Street @ NE "F" Street | 39,000 | 30,000 | 4,500 |
| LAKE OSWEGO | Oswego Highway @ Foothills Road | 24,000 | 17,000 | 3,500 |
| LEBANON | Santiam Highway @ Milton Street | 20,000 | 10,000 | 5,000 |
| NEWBERG | Main Street @ Illinois Street | 13,000 | 10,000 | 1,500 |
| ROSEBURG | Oakland-Shady Hwy. @ Diamond | 20,000 | 16,000 | 2,000 |
| | TOTAL NEW PROJECTS | $232,000 | $157,000 | $32,500 |

| SUMMARY BY FISCAL YEAR (FEDERAL FUNDS) | 1970,71&72 | 1973 | TOTAL |
|---|---|---|---|
| Allocated Funds (Federal) | $4,153,000 | $870,000 | $5,023,000 |
| Approved Projects (corrected to date) | 4,153,000 | 422,000 | 4,575,000 |
| Balance | --- | 448,000 | 448,000 |
| ~~Proposed~~ Projects: 3/27/74 | --- | 157,000 | 157,000 |
| Unprogramed Balance | --- | $291,000 | $ 291,000 |

copy in minutes

74-c
3/18/74

CITY OF GLADSTONE
PROPOSED TOPICS PROJECT

McLoughlin Blvd. (Pacific Hwy. East) (FAP 26) at Gloucester Street (Gladstone) Section.

Traffic signal installation, $30,000.

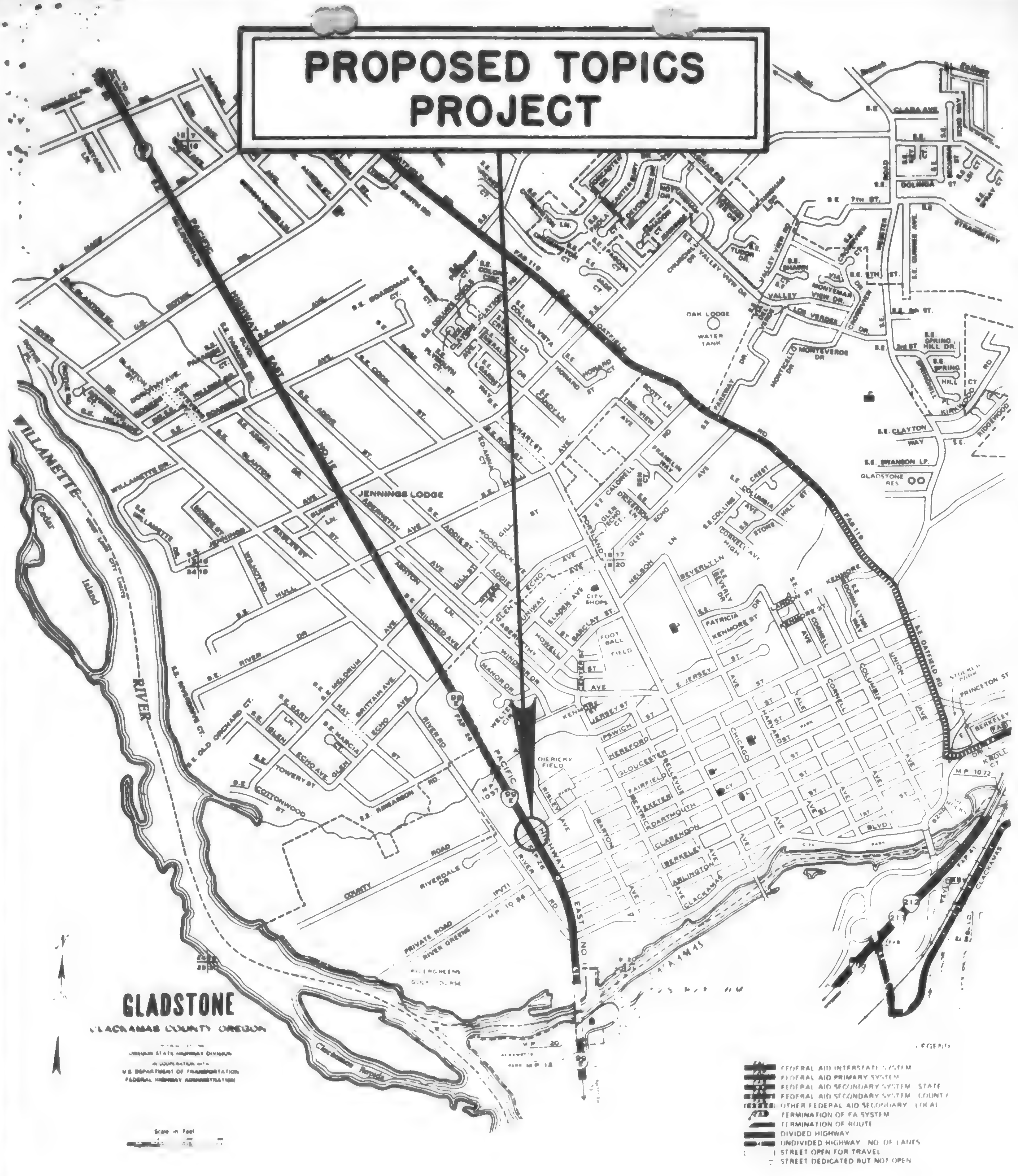
Install multiple-phase full traffic actuated traffic control signal.

A public hearing will not be required.

This project is exempt from District 2 and State Clearinghouse review per working agreements dated October 16, 1970 and April 28, 1970 respectively.

74-c
3/18/74

# PROPOSED TOPICS PROJECT



12/6/71

T7?

## FEDERAL AID ~~URBAN SYSTEM~~ TOPICS PROJECT REQUEST

NOTE: This form is intended to collect general information for proposed projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

Date January 11, 1974

Applicant Agency City of Gladstone

Federal Aid System Route No. ______ Route Name ______

Project Name W. Gloucester and McLoughlin Blvd. Signal Lights

Project Length Intersection Project Location (Attached sketch map)

Project Description Fully actuated traffic signals with left turn

Average Daily Traffic ______ Design Speed ______

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JAN 21 1974
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☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Complete Applicable Sections:

### I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width ______ Travel Lanes ______ Shoulders ______

Medians ______ Parking ______

Sidewalks ______

Other ______

2. Desired Roadway Cross Section: (Attach sketch)

Width ______ Travel Lanes ______ Shoulders ______

Medians ______ Parking ______

Curbed ______ Length Curb Radii ______

Sidewalk/Bikeway ______

Other ______

301000

FOOTNOTES: ______

Description of Proposed Roadway Work

## II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 120 Minimum Maximum

2. Will Additional Right-of-Way Be Needed? No Explain

3. Will cost of additional right-of-way be included in project or will applicant acquire without cost to project?

4. Will there be any persons displaced from their homes, farms or businesses? No If so, explain

5. Will this project affect any park or recreation facility? No If so, explain

## III. TRAFFIC CONTROL DATA

1. Existing Signalization: None

2. Proposed Signalization:

Location West Gloucester and McLoughlin Blvd. Intersection

Type Automatic
Phases Multiple
Type of Suspension Cables
Interconnected No
Other

FOOTNOTES:

3. Permanent Signing:

Include in project or by applicant? In project

4. Permanent Striping:

Include in project or by applicant? In project

## IV. ILLUMINATION DATA

1. Present Illumination and Location: one 175 Mercury Vapor

2. Proposed Illumination:

Location None

Type

## V. STRUCTURE DATA

1. Existing Structure:

Location NONE

Type

Size

To Remain in Place?

2. Proposed Structure:

Location NONE

Is a particular type of structure and design desired?

Approximate size of proposed structure

Are sidewalk/bikeways desired?

Are any utilities to be attached to structure?

FOOTNOTES:

Are provisions for illumination desired?

Are there any unusual or complicating conditions?

## VI. RAILROAD DATA

1. Are there any railroad crossings? NO Location

Type of existing crossing
Existing crossing protection

Name of Railroad
Number of tracks: Mainline Siding Total
Angle of Intersection
Sight distance: (Direction) Distance
(Direction) Distance
Number of Trains: Passenger Speed
Freight Speed

2. Will existing railroad crossing be altered?

## VII. GENERAL INFORMATION

1. Other work or conditions not covered by proceeding sections NONE

2. Applicant's Estimated Cost for Requested Project:

| | |
|---|---|
| Roadway Work | $ |
| Right-of-Way Costs (If participating) | |
| Traffic Control | 28,000 |
| Illumination | |
| Structures | |
| Railroad | |
| Other | |
| Preliminary Engineering | [illegible],000 |
| PROJECT TOTAL | $ 30,000 |

FOOTNOTES:

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

City of Gladstone
By Leonard A. Strobel
By Leonard A. Strobel, City Administrator

~~Clackamas~~ County
By
By
By

T

# RESOLUTION NO. 287

WHEREAS, it is the desire of the City of Gladstone to be a participating part of the TOPICS PROGRAM (Traffic Operations Program to Increase Capacity and Safety),

WHEREAS, it is necessary that a Topics Project Request be submitted on or before March 1, 1974, to obligate the federal funds available.

NOW, THEREFORE BE IT RESOLVED that the City Council of the City of Gladstone authorizes the City Administrator for the City of Gladstone to make an application for a Topics Project at West Gloucester and McLoughlin Blvd. for traffic signal lights.

This Resolution was adopted by unanimous vote on the 17th day of January, 1974.

Approved by the Mayor this 17th day of January, 1974.

Robert L. McGinnis
Mayor

Attested:

Bernice T. [illegible]
Recorder

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JAN 21 1974
☑ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

*City of West Linn*

CITY HALL
WEST LINN OREGON
97068

PHONE 656-4261

January 3, 1974

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JAN 4 1974
☑ ENGR. ☑ COOR. ☑ .E ☐ NE ☐ UE
☑ UPE ☑ CE ☐ RE ☒ HPE ☐

Mr. H. F. Cox
County City Section
Oregon State Highway Division
Room 405
State Highway Building
Salem, Oregon 97310

Dear Mr. Cox:

This is to advise you officially that the City Council of West Linn has determined they wish to cancel to TOPICS Programs currently programmed and funded for the city.

It is the desire and recommendation of the City Council that the funds which have been allocated to West Linn for these projects, be reallocated, on a 50%-50% basis, to the cities of Oregon City and Gladstone. It was our understanding both of these cities had "on going" TOPICS projects but we have recently been advised Gladstone's project may be indefinite. In the event Gladstone does not have a project on the board it would be the recommendation of the West Linn City Council all of the West Linn allocations be reassigned to Oregon City.

Thank you for your assistance and cooperation and please let me know if I can be of any help.

Very truly yours,

Clifford L. Sanders
Clifford L. Sanders
City Administrator

Fed. Funds - $34,000
To OREGON CITY - 12,000 ±
To Gladstone $ 22,000 ±

OKed with cities 1-11-74
(B)

CLS:rjs
CC: Len Strobel
Al Simonson

GLADSTONE 4-17-73

MET with Leonard Strobel Discussed TOPICS - Gave Him information for new project request - Approx $21,000 available - Not too clear on just what TOPICS is. Will call or write when he is ready to proceed with a project.

8090 M.P. 2.8 & M.P. 7.0 Slide 1974
Secs. NW of Scappoose
(Grade and pave)

9-3-74

12-16-74

EK/FAS

**STATE OF OREG**
**HIGHWAY DIVISION**

**INTERO[illegible]CE MEMO**

TO: V. E. Skoog
Controller

DATE: March 3, 1976

FROM: D. W. Jones
Staff Auditor D. W. Jones

SUBJECT: Audit Report
Columbia County
ER 321(1)

Definition Statement

Flood damage consisted of a slide on Vernonia-Scappoose Road (FAS 609) at M.P. 2.8, and the project consisted of constructing a detour at that location. County and OSHD signed a negotiated agreement in October, 1974, under which County was authorized to do the work. Federal approval was also obtained for the project.

Analysis

County submitted two billings comprising total costs of $2,021. Construction was done at County request by Crown & Zellerbach Co. for $1,771, evidenced by CZ Invoice #101 and payment thereof by County warrant 40205 dated January 17, 1975. Damage to private property used during construction was settled for $250. County submitted with their billing for this item copies of the Board Resolution and warrant 40204 in payment.

The documentation submitted by County adequately supports their claim, based upon this desk audit. A field audit would not obtain significant additional evidence to justify the cost in time and money.

Conclusion

I recommend submission to FHWA of a final claim to secure $2,021 for Columbia County from ER funds.

APPROVED
V. E. Skoog
V. E. SKOOG, Controller
Oregon State Highway Division

DWJ:njc

cc: County-City
R. J. Hacek

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COUNTY & CITY SECTION
MAR 5 1976
☐ ENGR. ☐ COOR. ☑ UE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☑ RPE ☐

81-125-1307

ERFA
Col Co

Salem
February 20, 1976

Robert H. Prange
Rural Engineer

Dick Hacek
Finance

ER January 1974 Storm Damage
Vernonia-Scappose Rd., M.P. 2.8
FAS 609
ER-321(1)

Columbia County's final billing for this project is attached and includes the following documents:

1. Crown Zellerbach invoice #101 for $1,771.00
2. Columbia County's accounting order to pay Crown Zellerbach $1,771.00
3. Copy of Columbia County's check #40205 in the amount of $1,771.00 to Crown Zellerbach.

Would you please reimburse the county.

HR:dp

Attachments

☐ ENGR. ☐ ASST. ☒ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

ER/FAS 607
Col. Co

COLUMBIA COUNTY
BOARD OF COMMISSIONERS

331 Courthouse, St. Helens, Oregon 97051
TELEPHONE (503) 397-4322

February 10, 1976

Mr. Harold Reynoldson
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Reynoldson:

Pursuant to your telephone conversation this morning with our secretary, we are enclosing copies of the following documents:

(1) Copy of order to accounting department to pay invoice from Crown-Zellerbach Corporation for construction of road around slide on Scappoose-Vernonia Road (April 22, 1974).

(2) Copy of Invoice No. 101, dated 4-22-74, from Crown-Zellerbach in the total sum of $1,771.00 for the above work.

(3) Copy of Columbia County Check No. 40205, in the sum of $1,771.00, payable to Crown-Zellerbach Corporation in payment of Invoice No. 101.

Please consider this letter as a formal request for Columbia County to be reimbursed the sum of $1,771.00 which was paid to Crown-Zellerbach Corporation under this E-S project.

Thank you for your consideration.

Sincerely,

COLUMBIA COUNTY
BOARD OF COMMISSIONERS

Fred Roshaug

Fred Roshaug, Chairman

RECEIVED
COUNTY & CITY SECTION
FEB 12 1976
☐ ENGR. ☐ COOR. ☑ UE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

gs
encl.

Hal
Dixon

SA 3083 00 8
not 1/25/75

RECEIVED JAN 1 6 1975

**CROWN ZELLERBACH CORPORATION**

Box 43 Mist Route Vernonia Oregon 97064

## MISCELLANEOUS INVOICE

SOLD TO
Columbia County Board of
Commissioners
County Court House
St Helens Oregon 97051

DATE 4-22-74

INVOICE NO. 101

CUSTOMER'S ORDER NO.

TERMS: Net

CHECK NOT DEEMED PAYMENT OF THIS INVOICE UNTIL PROCEEDS THEREOF RECEIVED IN CASH BY OUR BANK.

Charge for Construction of (1) one way road around Camp 8 Washout on Scappoose Vernonia Highway in March 1974

| | | |
|---|---|---|
| 2 hours Cat Grader - Fully operated | $ | 37.50 |
| 6 hours 75 B Michigan loader | ✓ | 142.50 |
| 8 hours D 8 tractor | ✓ | 150.00 |
| 34 hrs 10 yard dump trucks | ✓ | 566.25 |
| 220 yards Pit Run Rock | | 192.50 |
| 126 yards Crushed Rock | | 600.00 |
| Supervision | | 82.25 |
| TOTAL | | $1771.00 |

This confirms phone call to Ted Morgan - Col County Road Dept.

This is a copy of original Invoice mailed to you dated 4-22-74 - Mr. Deckebach - Columbia Division manager does not understand why this bill has not been paid as he said you had money available when this work was performed by Crown Zellerbach

Thank you
Edward F Slawik
Accounting Supervisor

RECEIVED
COUNTY & CITY SECTION
FEB 1[illegible] 1976
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

COUNTY OF COLUMBIA
St. Helens, Oregon

## STATEMENT OF CLAIM FOR PAYMENT

| Date | Nature of Claim | Amount |
|---|---|---|
| 1/23/74 | Construction of one way road around camp 8 wash out - Scappoose - Vernonia Road.<br>Send copy attached back with Check. | 1771 00 |

RECEIVED
COUNTY & CITY SECTION
FEB 17 1976
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

CLAIM NO. 40205

PAYABLE TO:
Crown Zellerbach Corp.
Box 48 Mist Rt.
Vernonia, Ore. 97064

Filed ______

ROY A. NELSON, County Clerk
By G J [illegible] 1/15
Deputy
Columbia County, Oregon

BUDGET EXPENDITURE DISTRIBUTION:

By Jo Kilmer
Department Supervisor

Account 21-82-4526

By ______
Accounting Department

Department Road

STATE OF OREGON }
County of Columbia } ss

I, Sam Hellinger hereby certify that the foregoing bill for Contract work was furnished to Columbia County at the instance of Roadmaster that the same was solely for Columbia County, that the prices charged therefor are reasonable and not in excess of the market value thereof, and the same is wholly unpaid.

Dated 1/16/75
By Sam Hellinger

Dated Jan. 16, 1975

Payment ordered in the amount of $1771.00 to be charged to the Road Fund.

Chairman of Board

______
Commissioner

Jack Mink
Commissioner

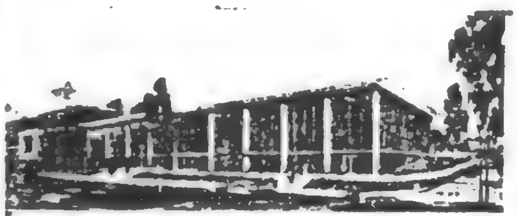
PAY TO THE ORDER OF
UNITED STATES NATIONAL BANK
VERNONIA BRANCH
FOR DEPOSIT ONLY
CROWN ZELLERBACH CORPORATION

FEB 3 '75 64 2946 2

24-11 PAY ANY BANK 24-11
ON TRUST CO P E G
25 THE UNITED STATES 25
NATIONAL BANK of OREGON

12680

RECEIVED
COUNTY & CITY SECTION
FEB 1 1976
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐



# Columbia County

ROY A. NELSON COUNTY CLERK
ST. HELENS, OREGON

SERIES 20 40205

ST. HELENS BRANCH
UNITED STATES NATIONAL BANK
HEAD OFFICE PORTLAND

96-287
1232

| DATE | CLAIM NUMBER | PAY TO THE ORDER OF | PAY EXACTLY | AMOUNT |
|---|---|---|---|---|
| JAN 17 75 | 40,205 | CROWN ZELLERBACH CORP.<br>BOX 48 MIST RT.<br>VERNONIA, ORE. 97064 | 1,771.00* | 1,771.00* |

CORENE CARLSTROM COUNTY TREASURER

NON-NEGOTIABLE

Construction of [illegible]
[illegible]
[illegible]
Scappoose-Vernonia Rd

⑆1232⑈0287⑆ 3 244⑈

8090

October 14, 1975

Argonaut Insurance Company
250 Middlefield Road
Menlo Park, California 94025

Gentlemen:

On September 5, 1975, we wrote to you concerning release of final payment on Contract No. 8090 awarded to Columbia West Materials and Constructors, Inc., for work on M.P. 2.8 and M.P. 7.0 Slide Sections of FAS 609 in Columbia County.

Final payment on this contract is $500.00 and the total contract amount is $246,022.81 including $6,724.38 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

ser

cc Columbia West Materials
and Constructors, Inc.
P. O. Box 488
Longview, WA 98632

bc C. T. Kaasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
E. L. Hardt

ER/FAS
Col. Co

September 18, 1975

Board of Commissioners
Columbia County
Courthouse
St. Helens, OR 97051

Re: ER, January 1974 Storm Damage
Vernonia-Scappoose Road, MP 2.8
FAS 609
ER 321 (1)

Gentlemen:

Sometime ago you sent us a copy of a statement Columbia County received from Crown Zellerbach Corporation, in the amount of $1771, for grading a detour around a slide at this location. In order to receive reimbursement we need a copy of the warrant or check showing that the county paid this billing. Also, if the county has any other eligible charges on this project we need a billing for those costs as well.

Very truly yours,

Robert H. Prange
Rural Engineer
County-City Unit

RHP:dp

bc: Dick Hacek, Finance

☐ ENGR. ☐ ASST. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

8090 R

FORM E-1 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

| | | |
|---|---|---|
| | SECTION: M.P. 2.8 and 7.0 Slide | WEEK ENDING: 6-27-75 |
| | | SECTION PREFIX: 505-1068 |
| | HIGHWAY: FAS 609 | COUNTY: Columbia |
| NAME OF JOB: M.P. 2.8 and 7.0 Slide | KIND OF WORK: Grading and Paving | |
| CONTRACTOR: Columbia West Constructor, Inc. | CONTRACT NUMBER: 8090 | FEDERAL AID PROJECT NUMBER: ER 321(1) |
| DATE OF CONTRACT: Dec. 2, 1974 | DATE WORK STARTED: Jan. 6, 1975 | ESTIMATED COMPLETION DATE: June 75 |
| AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION: 1 | SPECIFIED WORK DAYS:<br>SPECIFIED CALENDAR DAYS 150 | WORK DAYS USED:<br>CALENDAR DAYS USED 150 |
| | SPECIFIED COMPLETION DATE: | PERCENT OF TIME ELAPSED: 100.00% |
| PROJECT AUTHORIZATION: $280,963.58 | | PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100 |
| EXCLUSIVE OF ENGINEERING: $258,684.53 | ENGINEERING AUTHORIZATION: $22,279.05 | PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 97 |
| ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $246,115.82 | ENGINEERING COST TO DATE: $23,386.12 | DATE PROJECT WAS COMPLETED: June 12, 1975 |
| ESTIMATED PERCENT: OVERRUN / UNDERRUN: 95.1 % | PERCENT OF AUTHORIZATION: 104.9 % | |

ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD | | |
|---|---|---|---|---|---|---|---|
| 100 | 100 | 100 | 100 | 100 | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | 0.09 |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | 320 ton |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | 63,900cy | 1,800 ton | | | 530 ton |
| TOTAL QUANTITIES CORRECTED TO DATE | 59,830cy | 1,579 ton | | | 530 ton |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | 59,830cy | 1,579 ton | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

2 Trucks

ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO | | | | | | | | |
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY 22 | Overcast | ~~X~~ 0 | | |
| MONDAY 23 | Overcast | 0 | | |
| TUESDAY 24 | Rain | 0 | | |
| WEDNESDAY 25 | Rain | 0 | | |
| THURSDAY 26 | Rain | 0 | | |
| FRIDAY 27 | Showers | 0 | | |
| SATURDAY 21 | Overcast | 0 | | |

RECEIVED
JUN 30 1975
CONSTRUCTION SECTION
Kelsey
Bond
Jackmond
Johnsen
Walker
Richards
Glenn
Berg

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY 22 | No Activity |
| MONDAY 23 | No Activity |
| TUESDAY 24 | No Activity |
| WEDNESDAY 25 | Seeded and Mulched M.P. 2.8 and 7.0 slides and borrow area. Reinstalled one section of guard rail that galvanization did not take. |
| THURSDAY 26 | No Activity |
| FRIDAY 27 | No Activity |
| SATURDAY 21 | No Activity |

## REMARKS

Final inspection made on June 19, 1975 by Don Adams and Carroll Keasey. Also inspected by Don Adams and Wally Bryant on June 24, 1975.

SIGNED ______ LOCATION Portland
Paul R. Barnhart

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8090

CON 5-8090

January 21, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM
C. T. Keasey
Construction Engineer

Federal-aid Project
No. ER-321(1)

SUBJECT Request Change Order Approval

Contract 8090, Extra Work Order No. 1

Project M.P. 2.8 and 7.0

Highway FAS 609

County Columbia

The change order covers reimbursement to the contractor as provided by EEO Provisions titled "On-Job-Training. The training requirements were included in the contract provisions but funds were not included in the Federal project agreement.

The maximum reimbursement allowed to the contractor would be $800.00 with Federal participation limited to $800.00. Reimbursement on an actual cost basis not to exceed $800.00 is requested.

The work was tentatively recommended by the Federal Highway Administration District Engineer on January 10, 1975.

Your approval as of the date the trainee training began, January 16, 1975, is requested.

Attach.

VG:js

#8090

December 16, 1974

Board of County Commissioners
Columbia County
Courthouse
St. Helens, OR 97051

Attention: Roy A. Nelson
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 5160

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering flood damage repair on the Vernonia-Scappoose Road at M.P. 2.8.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc H. S. Cox (agree. att.)

8090

December 2, 1974

Columbia West Materials and
Constructors, Inc.
P. O. Box 488
Longview, WA 98632

Gentlemen:

The Oregon Transportation Commission on November 25, 1974, accepted your proposal for work on the M.P. 2.8 and M.P. 7.0 Slide Sections of FAS 609 in Columbia County in the amount of $242,445 and referred it to the Administrator of Highways with authority to award the contract as soon as approval of the Federal Highway Administration is received.

Approval has been received and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 8090.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 State Highway Building, Salem, Oregon 97310) for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin December 13, 1974.

Very truly yours,

C. W. Head
COMMISSION SERVICES

js
Enclosures

bc Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle & Portland
C. T. Keasey
Walt Hart
Vince Gallagher
E. L. Hardt
Paul Barnhart
Wm. Geibel (SAIF)

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

#8090 10-30-74

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. ER-321(1)

STATE PROJECT NO. COLUMBIA COUNTY FAS ROUTES

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO. ER-62

COUNTY NAME COLUMBIA

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

ATE ED
YEN
Dec 13'74
RE ER TO
Hwy Co.
Orig
FOR
✓

| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER |
|---|---|---|
| OCTOBER 30, 1974 | OCTOBER 30, 1974 | SECONDARY ROUTE 609 |
| | | STATE ROUTE NUMBER<br>COUNTY ROAD |

GENERAL LOCATION:
MILE POST 2.8 AND MILE POST 7.0 FAS 609

GENERAL DESCRIPTION OF WORK:
GRADING AND PAVING (SLIDE REPAIR)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify)
PERMANENT STRIPING $100.00
TEMPORARY EROSION CONTROL $1,000.00
EMBANKMENT FOUNDATION GRADING $1,500.00
SEEDING AND MULCHING $2,500.00

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS:
MR. RULIEN'S OCTOBER 28, 1974 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 10-30-74 | CR Burghardt for | DIVISION ENGINEER |

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

# 8090    10-30-74

U. S. DEPARTMENT OF TRANSPORTA  N  FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

ERAL AID PROJECT NO.: ER-321(1)

STATE PROJECT NO.: COLUMBIA COUNTY FAS ROUTES

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.: -

ITEM NO.: ER-62

COUNTY NAME: COLUMBIA

PROGRAM STAGE (Check): ☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

ATE    ED YEN
Dec 13'74
Rt eR TO Hunter
FOR

| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER |
|---|---|---|
| OCTOBER 30, 1974 | OCTOBER 30, 1974 | SECONDARY ROUTE 609 |
| | | STATE ROUTE NUMBER: COUNTY ROAD |

GENERAL LOCATION:
MILE POST 2.8 AND MILE POST 7.0 FAS 609

NOTED
E. S. HUNTER

GENERAL DESCRIPTION OF WORK:
GRADING AND PAVING (SLIDE REPAIR)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify)
PERMANENT STRIPING $100.00
TEMPORARY EROSION CONTROL $1,000.00
EMBANKMENT FOUNDATION GRADING $1,500.00
SEEDING AND MULCHING $2,500.00

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. RULIEN'S OCTOBER 28, 1974 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

12-16-74
ORIGINAL TO
L.W. Rulien
w/att.

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 10-30-74 | CR Burghardt for | DIVISION ENGINEER |

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8090

Form 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: ~~ENV 2-2~~

Salem, Oregon
October 24, 1974

**FROM:** Donald L. Trout
Design Office Engineer

Donald L. Trout

**TO:** MEMORANDUM TO THE FILES

**SUBJECT:** Environmental Requirements Review for November 21, 1974, Bid Letting

The following jobs tentatively scheduled for November 21, 1974, have been reviewed and the status is as follows:

| | | |
|---|---|---|
| 1. | Tygh Creek (Tygh Valley) Bridge Section | All Clear |
| 2. | M.P. 2.8 & M.P. 7.0 Slide Section | All Clear |
| 3. | Upper Fifteenmile Creek (Quarry) Bridge | All Clear |
| 4. | Pacific Hwy. East @ Gloucester St. (Gladstone) | All Clear |
| 5. | Birch Ave.-Crater Lake Highway | All Clear |
| 6. | Terwilliger Bikeway | All Clear |
| 7. | Oregon Coast Hwy. @ Hemlock (Waldport) | All Clear |

DLT:jh

NOTED
E. S. HUNTER

RECEIVED
OCT 24 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

L Versteeg ✓
A. Olson
L Turpin
Scott
Copy Swanson
R. Olson
Trout

RECEIVED
OCT 24 1974
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up / 
Other

Copy Hunter

8090

10-15-74

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: ER-321(1)

STATE PROJECT NO.: COLUMBIA COUNTY FAS ROUTES

PROGRAM NO.:

COUNTY NAME: COLUMBIA

ITEM NO.: ER-62

PROGRAM STAGE (Check): ☐ 1. ☒ 2.

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

OCT 16 '74
REFER TO
FOR

| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER |
|---|---|---|
|  | OCTOBER 7, 1974 | SECONDARY ROUTES 567 AND 609 |
|  |  | STATE ROUTE NUMBER<br>COUNTY ROADS |

GENERAL LOCATION:
MP 1.27 FERN HILL ROAD AND MP 7.0 VERNONIA - SCAPPOOSE ROAD

GENERAL DESCRIPTION OF WORK:
I APPROVE THE MINOR PROGRAM CHANGE ADDING RIGHT OF WAY ACQUISITION ALL PHASES INCLUDING INCIDENTAL WORK AS REQUESTED IN MR. RULIEN'S OCTOBER 4, 1974 LETTER.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) MINOR PROGRAM CHANGE

☒ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
YOU ARE NOW AUTHORIZED TO PROCEED WITH THE ACQUISITION OF RIGHT OF WAY AS REQUESTED IN MR. RULIEN'S OCTOBER 4, 1974 LETTER WITH FEDERAL PARTICIPATION ONLY IN THOSE ELIGIBLE COSTS INCURRED AS OF OCTOBER 7, 1974.

BEFORE ACTUAL REIMBURSEMENT OF COSTS COLUMBIA COUNTY MUST COMPLY WITH ALL REQUIREMENTS OF PUBLIC LAW 91-646 (TITLES II AND III) SECTION 305(1).

Original To Rulien
Copy - Boyd
10-17-74

RECEIVED
OCT 16 1974
Office of
Assistant State Highway Engineer

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 10-15-74 |  | for DIVISION ENGINEER |

FORM PR-1240 (REV. ...) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8090

Box 330
Salem OR 97308

October ~~2~~, 1974
11

Right of Way Status
ER Projects
Bid Opening October 24, 1974
ER-314(1) Pudding River Bridge Sec
ER-311(1) Rock Creek Slide Sec
ER-321(1) MP 1.27 Slide
ER-321(1) MP 2.8 and MP 7.8 Slides Sec

C. J. Mathias, Division Right of Way Officer

Mr. G. L. Green, Division Engineer
Salem, Oregon

The subject projects, which are ER projects, have small amounts of right of way that are being acquired by counties. These counties submitted right of way assurances regarding Real Property Acquisitions, under Section 305, Title III, Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

Even though these are ER projects there has been sufficient time for the county to comply with the law. The submitted status reports from Assistant Right of Way Engineer Oakes indicate that right of entry was obtained.

Because of past experience the projects have been discussed with Mr. Oakes and he has advised that these counties have not complied with Title III, namely the requirement for appraisal and offer to the property owner. Mr. Oakes has advised that the State has taken action to have the counties go back and appraise the properties and make offers in accordance with the law. Therefore, I am recommending approval of the PS&E.

However, I further recommend that the State be advised in the PS&E letter that Columbia, Gilliam and Clackamas Counties must comply with Title III and that their existing State-wide assurances can not be accepted as the basis for concurrence in award. I further recommend that the State be advised that on each of the projects the county should submit the actions that have been taken on Title III before we can concur with the award. This should go in the PS&E letter.

Original Signed by
C. J. Mathias
Div. ROW Officer
C. J. Mathias

NOTED
R. L. SCHROEDER

cc:
C. Burghardt
cc John Oakes

RECEIVED
OCT 14 1974
Office of
Assistant State Highway Engineer

Note: that Assurance must be given for each project — The county or City Assurance is not working
JB 10/14/74

JBF 10/17/74

CC Cox & R.L. Schroeder

ER/fas 609
Columbia Co

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
October 9, 1974

FILE:

F.E.T.

FROM: Frank E. Terpin
Final Design Engineer

TO: MEMORANDUM TO THE FILES

SUBJECT: M.P. 2.8 & M.P. 7.0 Slide Section
FAS 609
Columbia County

RECEIVED
COUNTY & CITY SECTION
OCT 10 1974
☑ ENGR. ☑ COOR. ☑ OE ☐ AE ■ UE
☐ UPE ☑ CE ☐ RE ☒ RPE ☒

The subject project will be removed from the list of projects on which bids are to be opened October 24.

The specifications for the project provide for a mandatory borrow source that would involve a 15 mile haul for approximately 60,000 cubic yards of material.

We have been unable to justify to the FHWA that it is in the public interest to require the Oak Ranch Creek Quarry be a mandatory source.

Action to be taken before advertising the project with Oak Ranch Creek as a prospective would be to contact the County to determine if there are any County-controlled sources closer to the work area that should be offered as prospective or mandatory sources. County-City has been notified of this requirement.

If there are none the project will be advertised with Oak Ranch Creek Quarry as a prospective source.

[illegible] A.J. [illegible] Barnhardt and [illegible] called [illegible] asked [illegible]

FET:we
cc: E. S. Hunter
L. W. Rulien
C. T. Keasey
G. A. Potter
H. S. Cox
E. L. Hardt
C. G. Swenson
L. K. Watson

8090

October 4, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM
L. W. Rulien
Project Management Engineer

SUBJECT Minor Program Change
Project No. ER-321(1)
Columbia County FAS Routes

We hereby request your approval of a minor program change on the subject project to include in the "Character of Proposed Work", right-of-way acquisition all phases including incidental work at MP 1.27 (Fern Hill Rd.) FAS 567 and MP 7.0 (Vernonia-Scappoose Rd.) FAS 609. The properties will be acquired by Columbia County and are required for the permanent restoration of the roadway facilities at these locations.

We further request, concurrent with your approval of the minor program change, authorization to proceed with the actual acquisition of the properties as outlined in red on the enclosed sketch maps. No increase in total cost or federal funds for the project as presently programmed is anticipated for the addition of this right-of-way.

Attached is a copy of Mr. Oakes' memo of September 26, 1974 which sets forth the estimated cost of the properties. Since no improvements are within the areas to be acquired, no relocation will be involved.

Attach.

CL:dg

bc J. R. Oakes
D. E. Swan
M. Mitchell

ER-FAS

FORM E.30

**OREGON STATE HIGHWAY DIVISION**
**INTER-DEPARTMENT CORRESPONDENCE**
Salem 97310

**DATE** September 26, 1974

**TO** L. W. Rulien
Project Management Engineer

John R. Oakes

**FROM** J. R. Oakes
Assistant R/W Engineer

RECEIVED
COUNTY & CITY SECTION
SEP 27 1974
☑ ENGR. ☑ COOR. ☑ OE ☒ AE ■ UE
☑ UPE ☐ CE ☒ RE ☒ RPE ☐

**SUBJECT** MP 1.27 Slide Section
Fern Hill County Road (FAS 567)
Columbia County

and

MP 2.8 and MP 7.0 Slide Section
Scappoose-Vernonia County Road. (FAS 609)
Columbia County

Columbia County acquired rights to use the necessary right-of-way for these projects presently scheduled for October 24 but did not comply with Title III of Public Law 91-646. The rights acquired are sufficient to allow a contract to be let while the county acquires the necessary rights in the property in compliance with Title III. These rights are estimated at $500 for the Fern Hill Road project and $3,000 for the Scappoose-Vernonia Road project. The county is requesting that these costs be programmed with Federal Highway Administration in order to minimize their share of the total costs of the project.

If you approve of this, please request Federal Highway Administration concurrence in the programing and give us a prefix. If you do not concur in this, please let us know immediately so that we can request Columbia County to complete their acquisition upon the basis of an appraisal and review of the property needed. ✓

JRO:ha
cc H. S. Cox ✓
M. R. Mitchell
Bob Poggione

erfas

September 24, 1974

Columbia County Board of Commissioners
Courthouse
St. Helens, Oregon 97051

Attention Hon. Jack Minkoff
Commissioner

RE: ER, January 1974 Storm Damage
Columbia County

Fern Hill Road, M.P. 1.27
FAS 567

Vernonia-Scappoose Road
M.P. 2.8 to 7.0, FAS 609

Gentlemen:

The property owners, from whom the additional right-of-way for these projects is to be taken, have requested that the marketable timber in the construction area be saved for them and stockpiled on their adjacent land.

For expediency and economy we are requesting that the county do this themselves, rather than have it included in the contract.

We hope to advertise this project October 3 and open bids on October 24, 1974. The timber that is to be saved should be out of the area by the end of the first week of October.

If there are questions please contact us.

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

See Columbia Co.
Fern Hill Rd., M.P. 1.27
for County letter (dated
9/17/74).

HR:ljt

☑ ENGR. ☑ ASST. ☑ OE ☑ AE ■ UE
☑ UPE ☐ CE ☑ RE ☑ RFE ☐

8090

September 3, 1974

Board of County Commissioners
Columbia County Courthouse
St. Helens, OR 97051

Attention: Roy A. Nelson
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 5069

Gentlemen:

Attached for your files is a fully executed Construction-Maintenance Agreement for restoration of the roadway at M.P. 2.8 and M.P. 7.0 on the Scappoose-Vernonia Road, FAS 609.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Reed
COMMISSION SERVICES

ser

Att.

H. S. Cox (agree. Att.)

8-21-74

Oregon Transportation Commission
Highway Division
State Highway Building
Salem, Oregon 97310

Attn: County & City Section

SUBJECT: Federal Aid Project No. ____________

Highway No. FAS 609

Project Name ER, January 1974 Storm Damage
Scappoose-Vernonia Road, FAS 609 M.P. 2.8 & 7.0

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check two)

   ☑ There has been no displacement of persons from residences, farms, or businesses; or

   ☐ That all incidental charges related to the transfer of property have been paid by County pursuant to subsection 507 of Section 30 of the Federal-aid Highway Act of 1968.

   ☐ In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at St. Helens, Oregon,

this 21st day of August, 1974.

Columbia County

Chairman

Commissioner

Jack Minkoff
Commissioner

RECEIVED
COUNTY & CITY SECTION
AUG 23 1974
☑ ENGR. ☑ COOR. ☑ OE ☒ AE ■ UE
☐ UPE ☑ CE ☑ RE ☑ RPE ☐

7/31/73

August 7, 1974

Columbia County Board of Commissioners
Courthouse
St. Helens, Oregon 97051

Re: ER, January 1974 Storm Damage
Fern Hill Road Slide, FAS 567
M.P. 1.27

Vernonia-Scappoose Road Slides
FAS 609, M.P.'s 2.8 & 7.0

Gentlemen:

The enclosed sketches for the Fern Hill Road slide shows the limit of the area needed for the contract for the slide correction. Would you please mark on these sketches the limits of the County's existing right-of-way, and get an easement for the necessary additional area outside. We also need an area where we can dispose of some of the material from the slide section. We understand that someone near the slide area offered a disposal area for this material. Would you please arrange for this and show it on a sketch as well as a haul road to the area. Also, give us a typical section as to how the people would like the material placed. There will be approximately 6,400 yards of this material. Will there be any seeding done?

The sketch for M.P. 7.0 on the Scappoose-Vernonia Road indicates in red the necessary additional area we will need. There apparently will be no additional right-of-way needed for the slide at M.P. 2.8 on this roadway.

If there are any questions, please contact us.

Very truly yours,

H. S. Cox
County and City Engineer

By

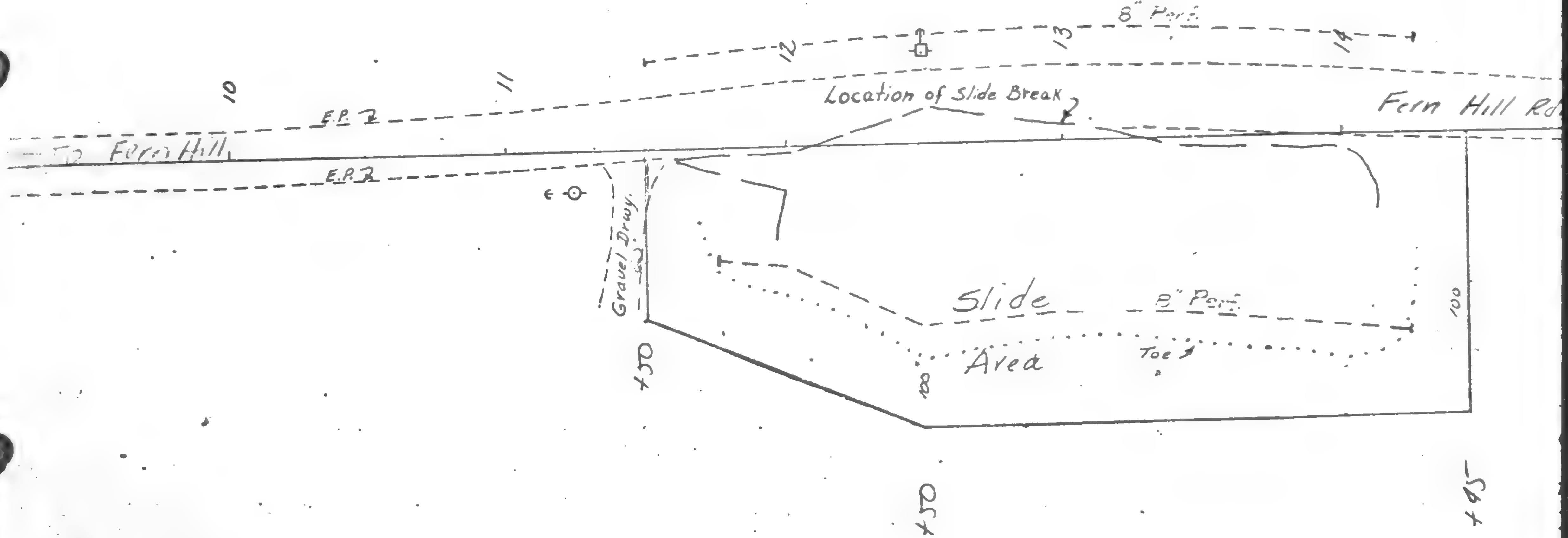
Harold Reynoldson
Rural Program Engineer

HR:ljt
Encl.

☑ ENGR. ☑ ACCT. ☑ [illegible] ☑ AE ■ UE
☑ [illegible] B

T. 7N. R. 2W. W.M. Section 20

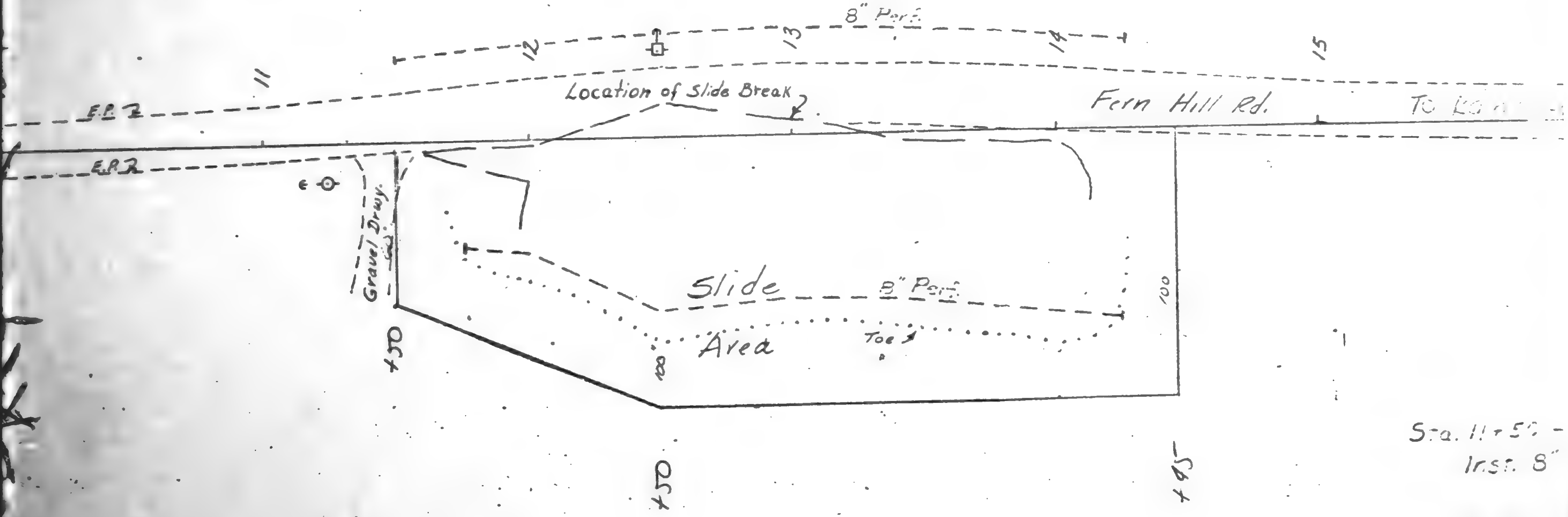
MP. 1.27 Slide Sec.
FAS 567. (Fern Hill Rd)
Columbia County



and General Electric
Telephone

T. 7N. R. 2W. W.M. Section 20

MP. 1.27 Slide Sec.
FAS 567. (Fern Hill Rd)
Columbia County



Sta. 11+50 -
Inst. 8"

Tr. Exc. -
Special

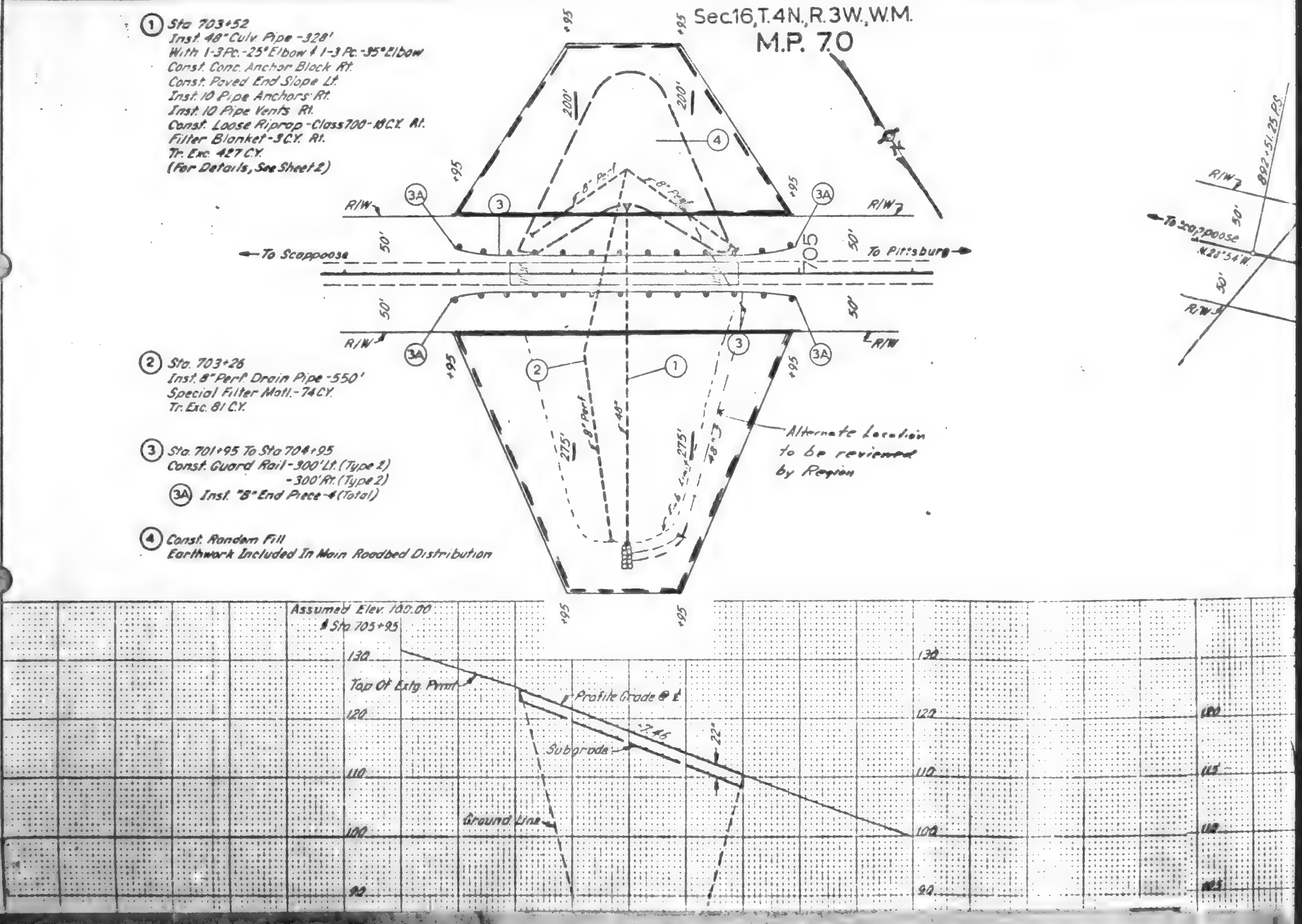
Sec.16, T.4N., R.3W., W.M.
M.P. 70

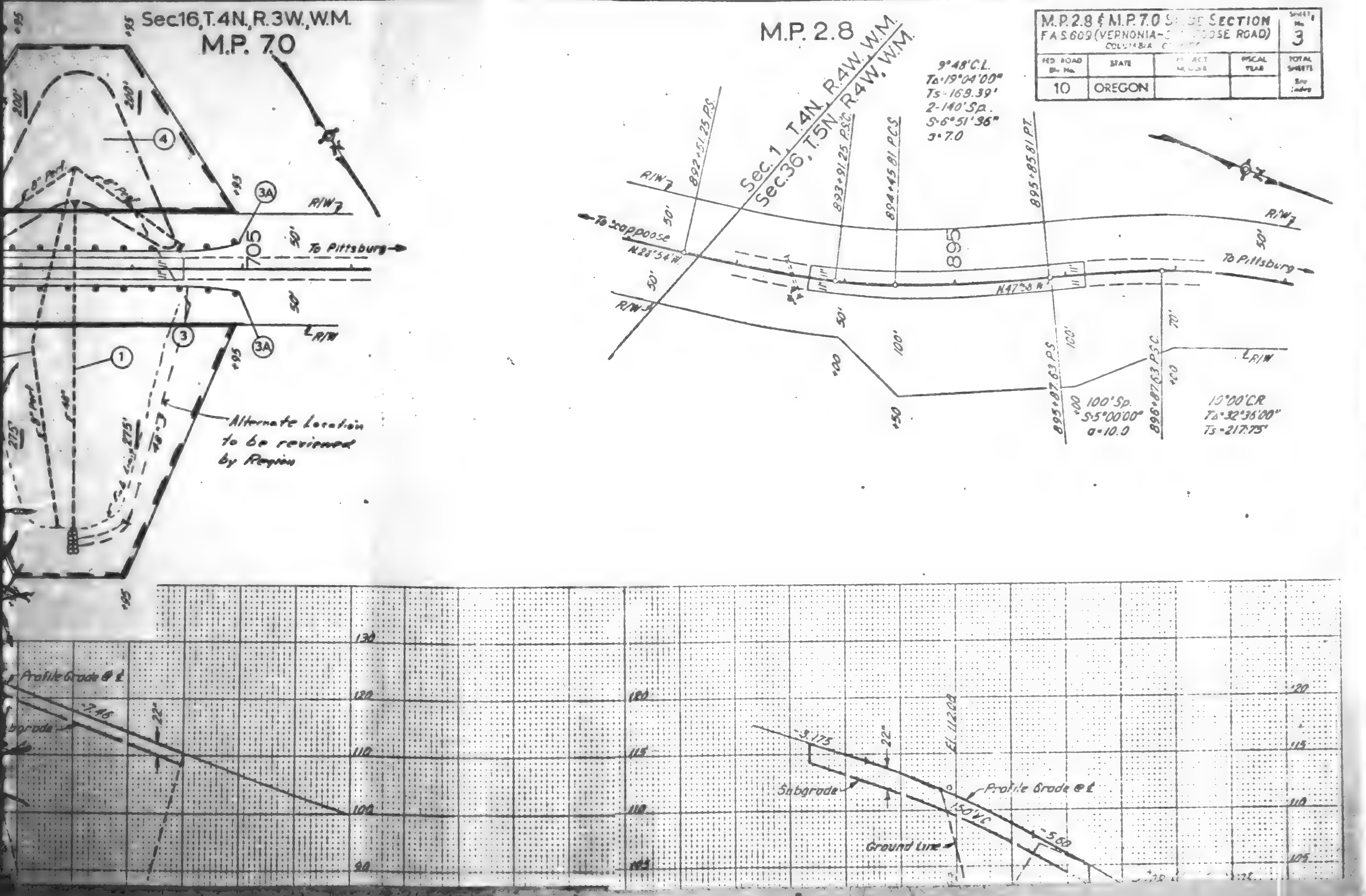
① Sta 703+52
Inst. 48" Culv. Pipe -328'
With 1-3 Pc.-25° Elbow & 1-3 Pc.-35° Elbow
Const. Conc. Anchor Block Rt.
Const. Paved End Slope Lt.
Inst. 10 Pipe Anchors Rt.
Inst. 10 Pipe Vents Rt.
Const. Loose Riprap -Class 700-10 C.Y. Rt.
Filter Blanket-3 C.Y. Rt.
Tr. Exc. 427 C.Y.
(For Details, See Sheet 2)

② Sta. 703+26
Inst. 8" Perf. Drain Pipe -550'
Special Filter Matl.-74 C.Y.
Tr. Exc. 81 C.Y.

③ Sta. 701+95 To Sta 704+95
Const. Guard Rail-300' Lt. (Type 2)
-300' Rt. (Type 2)
(3A) Inst. "B" End Piece-4 (Total)

④ Const. Random Fill
Earthwork Included In Main Roadbed Distribution





M.P. 2.8 & M.P. 7.0 SLIDE SECTION
F.A.S. 609 (VERNONIA-SCAPPOOSE ROAD)
COLUMBIA COUNTY

| FED. ROAD DIV. No. | STATE | PROJECT NUMBER | FISCAL YEAR | SHEET No. 3 |
|---|---|---|---|---|
| 10 | OREGON | | | TOTAL SHEETS See Index |

8090

7-31-74

TRANSACTION NUMBER 8-6

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 7-31-74

BY (Signature): L. W. RULIEN'S JULY 23, 1974 LETTER

TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS ER-1974

STAGE 1*: ITEM NOS. ______ THRU ______

STAGE 2: ITEM NOS. 62 THRU ______

| ITEM NO. | PROJECT NOS. | LENGTH (Miles) | TOTAL ESTIMATED COST | FEDERAL FUNDS | OTHER IDENTIFICATION AND/OR REMARKS (State): LOCATION | WORK |
|---|---|---|---|---|---|---|
| 62 | ER-321(1) | 0.17* | 1,008,001 | 1,008,001<br>#8087 | COLUMBIA COUNTY FAS ROUTES<br>FAS 567 MP 1.27<br>FAS 609 MP 2.8 AND 7.0<br>STATE OF OREGON | PRELIMINARY ENGINEERING, TEMPORARY AND PERMANENT FLOOD REPAIRS. |

*COMBINED MILEAGE FOR ALL ROUTES.

REMARKS (Division)

I CONCUR THAT THE NEGATIVE DECLARATION FOR EMERGENCY RELIEF PROJECTS RECEIVED MARCH 26, 1974 AND CONCURRED IN BY FHWA – OREGON DIVISION APRIL 2, 1974 APPLIES TO THE SUBJECT PROJECT AS PROGRAMED.

ORIGINAL TO
Rulien
8-7-74

| RECOMMENDED | | APPROVED | |
|---|---|---|---|
| DATE | SIGNATURE AND TITLE | DATE | SIGNATURE AND TITLE |
| | | 7-31-74 | G. L. GREEN, DIVISION ENGINEER |

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

PR-48
(Rev. 6-71)

GPO 915-690

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

July 29, 1974

FILE:

FROM:

TO: MEMO TO FILES

SUBJECT: ER Project, Mile Post 7
FAS 609 (Vernonia-Scappoose)
Columbia County

The field proposal for the repair of this facility has been reviewed and the following changes are suggested:

(1) The random fill be placed on a 00 percent grade, or nearly so. This will cause sediment and debris to deposit at the upper end of the random fill at the outlet of the natural ravine. The entire random fill area would serve as a debris collector besides decreasing water velocities to a very low value.

(2) The location of the 48-inch culvert be moved to where the fill and natural ground meet and keep it as high, elevation-wise, as possible. This will give the culvert good foundation and result in a shorter length through the roadway.

(3) A collector-ditch should be constructed on the random fill along the toe of the fill slope to lead the water to the culvert entrance.

(4) The down-pipe be placed on natural ground at the juncture of the fill slope and hillside and anchored in place by appropriate methods. The down-pipe need not be trenched except wherever necessary to maintain a uniform slope line. This would provide far simpler construction than the method proposed by the field plus a more stable foundation for the down-pipe.

(5) It would be possible to reduce the size of the down-pipe from 48 inches to 30 inches. A transition section would be necessary at the upper end of the down-pipe which could be incorporated into either a junction box or manhole, or tapered sections of culvert.

RECEIVED
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AUG - 1 1974
☑ ENGR. ☑ COOR. ☑ OE ☒ AE ■ UE
☑ UPE ☑ CE ☑ RE ☒ RPE ☐

(6) A trash rack should be constructed at the entrance of the cross-culvert. It is suggested that the trash rack be a vertical face type of rack placed around the entrance on about a 20-foot radius centered on the pipe entrance. See attached drawing.

(7) If the size of the downpipe is reduced to a 30-inch CMP, a length of stock wire fencing (12-inch vertical stays) should be hung on the upstream side of the vertical face of the trash rack to trap smaller debris which could conceivably plug the downpipe at the reduced section.

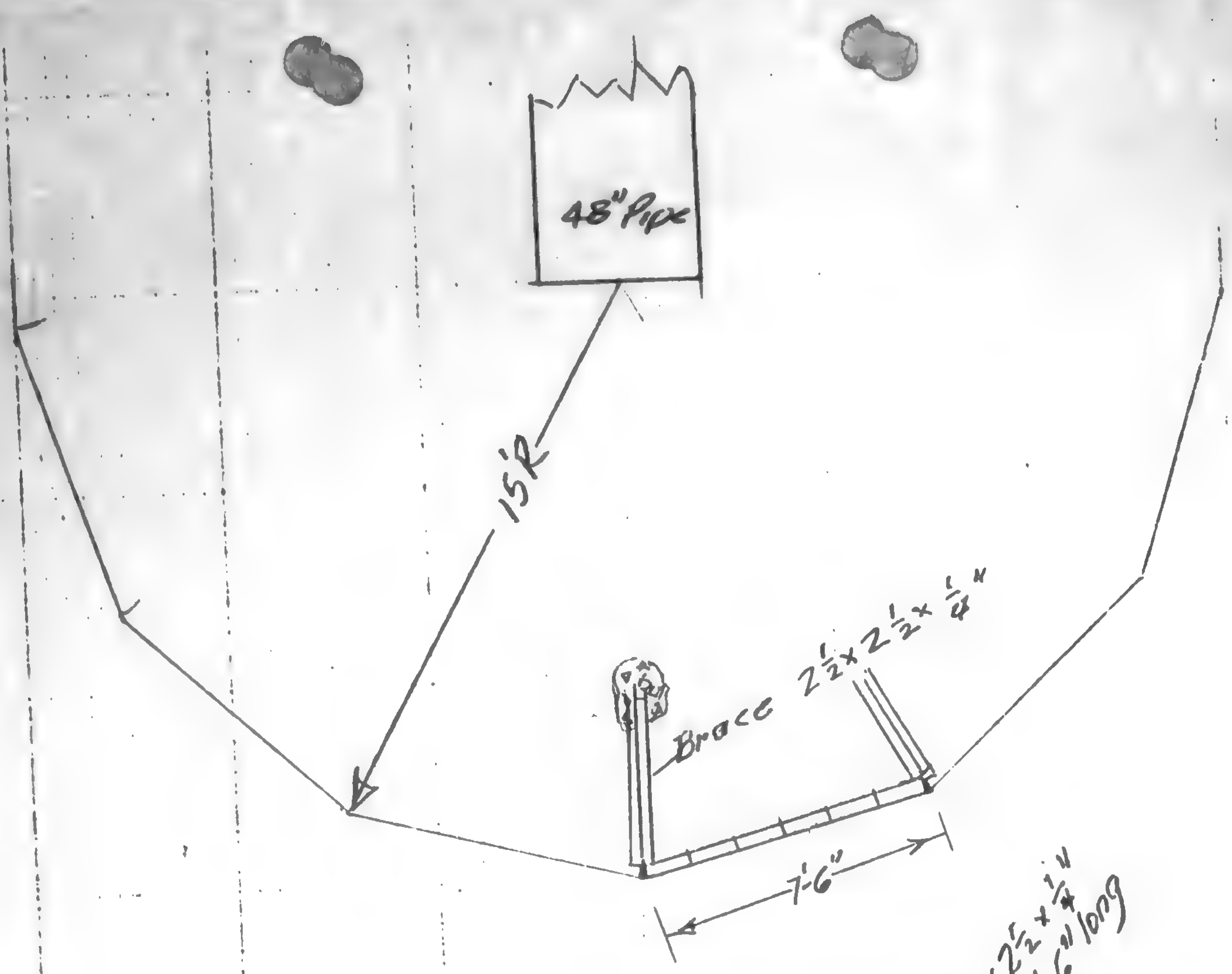
(8) A 4-inch vent pipe should be placed at the upper end of the downpipe and another about 15 feet further down the slope.

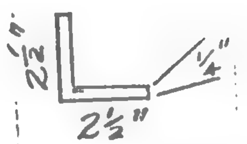
(9) A 12-inch perforated CMP should be placed in the bottom of the ravine from the upper end of the random fill to the toe of the downhill fill slope, with special backfill.

Regardless of the position of the crosspipe and downpipe, the remainder of the suggestions (Nos. 1, 3, 6, 8 and 9) should be employed; the other suggestions are to be considered as the conditions warrant.

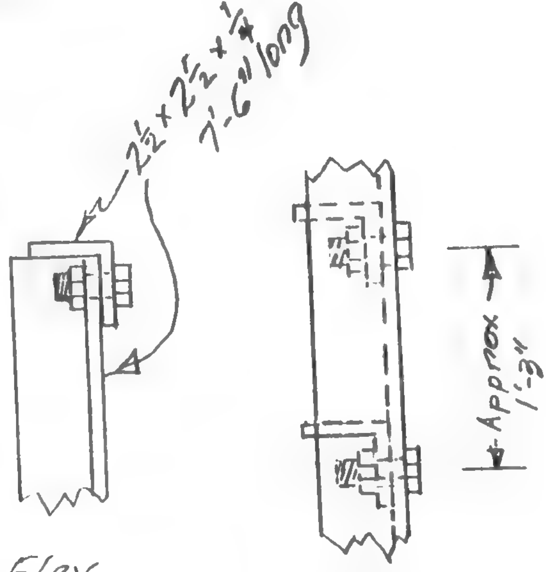
Richard L. Lenz
Hydraulics Engineer

RLL:jp
Attachment
cc V.D. Wolfe
J.H. Versteeg
Ed Hardt
Si Cox





7'-6" long
End or Corner Post
Stand. Dwg. No 2085



Elev.            Plan

Set posts to stand
4 feet above ground level,
on chord lengths of 7'-6"
Two braces at each angle pt.
One angle to lie across top of
posts & bolted to posts.
Posts on 1'-3" spacings

M.R. 7
Vernann Sc[illegible]

8090

[illegible]

July 23, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
1974 Emergency Relief

We are submitting program data for Item 62, Project Number ER-321(1) for the Columbia County FAS Routes to include in the Federal-aid Emergency Relief Program occasioned by the January 1974 storms.

P.S. & E. documents will be submitted during the months of August and September with a P.S. & E. request for authorization for the contract work in September and October.

The title sheet plan will be submitted with the project agreement.

DAR:dc

Budget Bureau No. 41-R20

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO B.O.

FORM PR-1
(REV. 4-61)

July 23, 1974

# FEDERAL-AID PROGRAM DATA

(PPM 21-1)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER (19) (20)<br>1 | PROJECT LOCATION (45 typewriter spaces) 21 65<br>Co. Rds. Columbia Co. FAS Routes | ADT | PRESENT<br>* | FUTURE (66) (70)<br>* | YEAR (71) (72)<br>94 | REGION<br>10 | STATE NAME<br>Oregon |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62<br>P.E., Temp. & Perm. Storm Repair | NATL. FOREST (63) (65) | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. (72) (73)<br>74-1 | PL. AUTH YR (74) (75) | PROJECT NUMBER<br>PREFIX LETTER(S) 14 23<br>ER- | NUMBER<br>321 |

| | | | | | |
|---|---|---|---|---|---|
| CARD 4 | CLASS OF FEDERAL FUNDS<br>Emergency Relief<br>NAME OF URBAN AREA<br>17-31 | COUNTY NAME<br>Columbia | ROUTE NO.<br>S | FEDERAL-AID<br>567 609 (32) | STATE<br>Co. Rds. (36) (37) U.S. |

ESTIMATED PROJECT COST BY PHASES

| CARD | LINE NO. | CHANGE CODE | PROJECT CODE | CLASS | WORK TYPE | WORK STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (14-15) | (16 | 41 | 42 | 43 46 | 53 | | (54) (58) | (59) (66) | (67) (76) | | |
| 5 | | | | | PE | | Co. Rds. Columbia<br>Co. FAS Routes | 0.17 | 13,500 | 13,500 | | |
| 5 | | | | | ROW | | (FAS 567 M.P. 1.27)<br>(FAS 609 M.P. 2.8<br>and M.P. 7.0) | | | | | |
| 5 | | | | | CONST (CODE)<br>Temp & Perm<br>Stage-2<br>6201 | | | 0.17 | 994,501 | 994,501 | | |
| | | | | | | | PROJECT TOTALS | **<br>0.17 | 1,008,001 | 1,008,001 | | |
| | | | | | | | | | (19) (23) | (24) (33) | | |

| | | |
|---|---|---|
| CARD<br>1 | CODE<br>1 | PREPARED BY |
| 1 | 14 | PROGRAM APPROVAL DATES |

* Shown on individual project data.
** Combined milage on all routes.

REMARKS

Restoration is necess
caused by unusually heavy ra
resulting in excessive runof
1974 storms.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

# FEDERAL-AID PROGRAM DATA
(PPM 21-1)

July 23, 1974

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| PROJECT LOCATION (45 typewriter spaces)<br>Co. Rds. Columbia Co. FAS Routes | ADT | PRESENT<br>* | FUTURE<br>* | YEAR<br>94 | REGION<br>10 | STATE NAME<br>Oregon | STATE CODE<br>41 | APPN CODE<br>098 |
| SED WORK (35 typewriter<br>Perm. Storm Repair | NATL. FOREST | FH ROUTE NO. | SUPV AGCY | OA CLASSIF. | OA AREA | EMERG. YR.<br>74-1 | PL. AUTH YR | |

ITEM NO. 62

PROJECT NUMBER: PREFIX LETTER(S) ER- · NUMBER 321 · SEQ. NO. (1) · I. Projects Only: POST MI. · DESIG.

NDS: Emergency Relief

COUNTY NAME: Columbia · CODE 009

ROUTE NO. S · FEDERAL-AID 567 609 · STATE Co. Rds. · U.S.

PROGRAM STAGE ☐ 1 OR ☒ 2

| WORK TYPE | STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|---|---|---|
| PE | | Co. Rds. Columbia<br>Co. FAS Routes | 0.17 | 13,500 | 13,500 | | | P.E. (All Phases) Temp. & Perm. storm damage repair consisting of traffic protection, embankment construction, clearing, debris removal, drainage, quardrail, base rock, riprap, and A.C. paving. |
| ROW | | (FAS 567 M.P. 1.27)<br>(FAS 609 M.P. 2.8<br>and M.P. 7.0) | | | | | | |
| ONST (6000)<br>emp & Perm<br>tage-2<br>201 | | | 0.17 | 994,501 | 994,501 | | | (Work by State Force and regular contract) |
| | | PROJECT TOTALS | **<br>0.17 | 1,008,001 | 1,008,001 | | | |

PPROVAL DATES

* Shown on individual project data.
** Combined milage on all routes.

REMARKS

Restoration is necessary because of damage caused by unusually heavy rainfall and snow melt resulting in excessive runoff during the January 1974 storms.

USCOMM DUBCOMM-DC 40005-P61

**Remarks Continued:**

FAS 567, Fern Hill Road, ADT 1,050 Present 1680 Future, Type Code 6201

Existing Facility: Present facility consists of two 9 foot bituminous surfaced travel lanes with 3 foot gravel shoulders.

Project Data: Mile Point 1.27; Storms during January supersaturated the roadway fill causing 300 ft. of roadway to drop approximately 15 ft. at the low point removing one full lane from service of the existing roadway. Repair to the facility will consist of embankment replacement, drainage facilities to prevent future sliding, base rock, A.C. paving, guardrail and traffic protection. Work to be done by formal contract at an estimated cost $379,850.

FAS 609 Vernonia-Scappoose Highway

Existing Facility: M.P. 2.8, two 11 foot lanes with 4 foot shoulders; M.P. 7.0, two 10 foot lanes with 1 foot shoulders; travel lanes are bituminous surfaced with gravel shoulders.

M.P. 2.8 ADT 400 Present 640 Future, Type Code 6201

The over saturated fill at this point slipped out removing approximately 100 lineal feet of roadway. Equipment was brought in to make temporary repairs as soon as possible at cost of $1,771.

Permanent repairs will be by reqular State contract consisting of debris and mud removal clearing, embankment in place, base rock, A.C. paving, and traffic protection at an estimated cost of $58,440.

M.P. 7.0 ADT 370 Present 590 Future, Type Code 6201

The storm runoff at this lo
to handle consequently the
out for a distance of 275 f
feet. The road is still cl
be by reqular contract usin
consisting of embankment co
grubbing, riprap, base rock
lization with an estimated

Requirements of PPM 90-1:
relief projects, statewide,
of damages to highways and
and approved by the FHWA on

A-95 Review: The project i
and District 2 Clearinghous
dated April 7, 1972 and Oct

System Action: Airports, R
torical and Recreational Ar

Public Hearings, Location a
under paragraph 3c of PPM 2

Note: This project is in C

COLUMBIA COUNTY FAS ROUTES
PROJECT NO. ER-321(1)

oad, ADT 1,050 Present 1680 Future, Type

Present facility consists of two 9 foot travel lanes with 3 foot gravel shoulders.

Point 1.27; Storms during January super-y fill causing 300 ft. of roadway to drop at the low point removing one full lane existing roadway. Repair to the facility nkment replacement, drainage facilities to ing, base rock, A.C. paving, guardrail and Work to be done by formal contract at an ,850.

appoose Highway

.P. 2.8, two 11 foot lanes with 4 foot , two 10 foot lanes with 1 foot shoulders; minous surfaced with gravel shoulders.

esent 640 Future, Type Code 6201

ill at this point slipped out removing ap-al feet of roadway. Equipment was brought y repairs as soon as possible at cost of

ill be by reqular State contract consisting emoval clearing, embankment in place, base and traffic protection at an estimated cost

esent 680 Future, Type Code 6201

The storm runoff at this location was to much for the culvert to handle consequently the culvert and roadway fill was washed out for a distance of 275 feet with an average depth of 50 feet. The road is still closed to traffic. Restoration will be by reqular contract using standard construction methods and consisting of embankment construction, drainage, clearing, an grubbing, riprap, base rock, A.C. paving ardrail and mobilization with an estimated cost of $554,4

Requirements of PPM 90-1: A negative declaration for emergency relief projects, statewide, for temporary and permanent repair of damages to highways and highway failure, was submitted to and approved by the FHWA on April 2, 1974.

A-95 Review: The project is exempt from State Clearinghouse and District 2 Clearinghouse reviews under working agreements dated April 7, 1972 and October 16, 1970, respectively.

System Action: Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Public Hearings, Location and Design approval: Not required under paragraph 3c of PPM 20-8.

Note: This project is in Congressional District No. 1.

8090

FORM E-30

**OREGON STATE HIGHWAY DIVISION**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE July 17, 1974

TO E. S. Hunter, Assistant State Highway Engineer

H.E.T.

FROM Frank E. Terpin, Final Design Engineer

NOTED
E. S. HUNTER

SUBJECT Milepoint 2.8
Milepoint 7.0
Vernonia-Scappoose Road Section
FAS 609
Columbia County

A discussion was held on the status of the named sections with Glenn Hossner of FHWA, by phone, on this date. The M.P. 2.8 section is in the Final Design Unit and is scheduled for a September 26, 1974 letting.

The M.P. 7.0 section will be submitted to the Region office in a few days. This section is scheduled for an October 24, 1974 letting.

A state-owned quarry known as the "Oak Ranch Creek Quarry" is being specified as the borrow and material source for both projects.

These two projects are classed as "ER Projects", on the same highway, similar construction, and have the same material source. It is recommended that they be combined as one project and contracted as soon as final plans can be prepared. This recommendation has the approval of the FHWA.

Please advise if you concur with this recommendation.

OK 7-17-74
ESH

FET:we
cc: H. S. Cox
L. W. Rulien
E. L. Hardt
C. G. Swenson
Lyle K. Watson
Glenn Hossner, FHWA

ORIGINAL TO
Frank Terpin
7-18-74

RECEIVED
JUL 17 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7-17-74

# Locating Engineer's Narrative Report
M.P. 7.0 Slide
Vernonia - Scappoose Co. Rd.
Columbia County Prefix: 505-1411-02
E.R. Project

This is an E.R. slide correction project. The project is at M.P. 7.0, which is southeasterly of Pittsburg on the Vernonia - Scappoose county road in Columbia County. The length of this project is approximately 200 ft.

The purpose of this work is to replace existing county roadway which has slid away and is presently closed to thru traffic. Work on this project will consist of grading, paving and drainage.

It will require 57,000 cu. yds. of borrow embankment material, of which 5,800 cu. yds. would be used for building a random fill on the upper side of slide area. The type of proposed borrow material would be quarry run rock. The proposed borrow material source site is a state owned quarry (Oak Ranch Creek, 5-10-1) in Columbia County. This would be approximately a 15 mile haul. Due to the existing height of the quarry face it will require benching and will have to meet all S.A.I.F. standards.

Additional right of way will be required on both sides of roadway. The necessity of additional right of way was discussed with Keith Thompson of Columbia County and it was determined that the county would acquire whatever additional right of way is needed.

The Standard Highway Specifications shall apply for all work to be done.

J. W. Cochell
James W. Cochell
Resident Engineer

cc: File

Form E-40

TABULATION SHEET

OREGON STATE HIGHWAY
DIVISION

SHEET 1 OF 1 SHEETS

M.P. 7.0 Slide

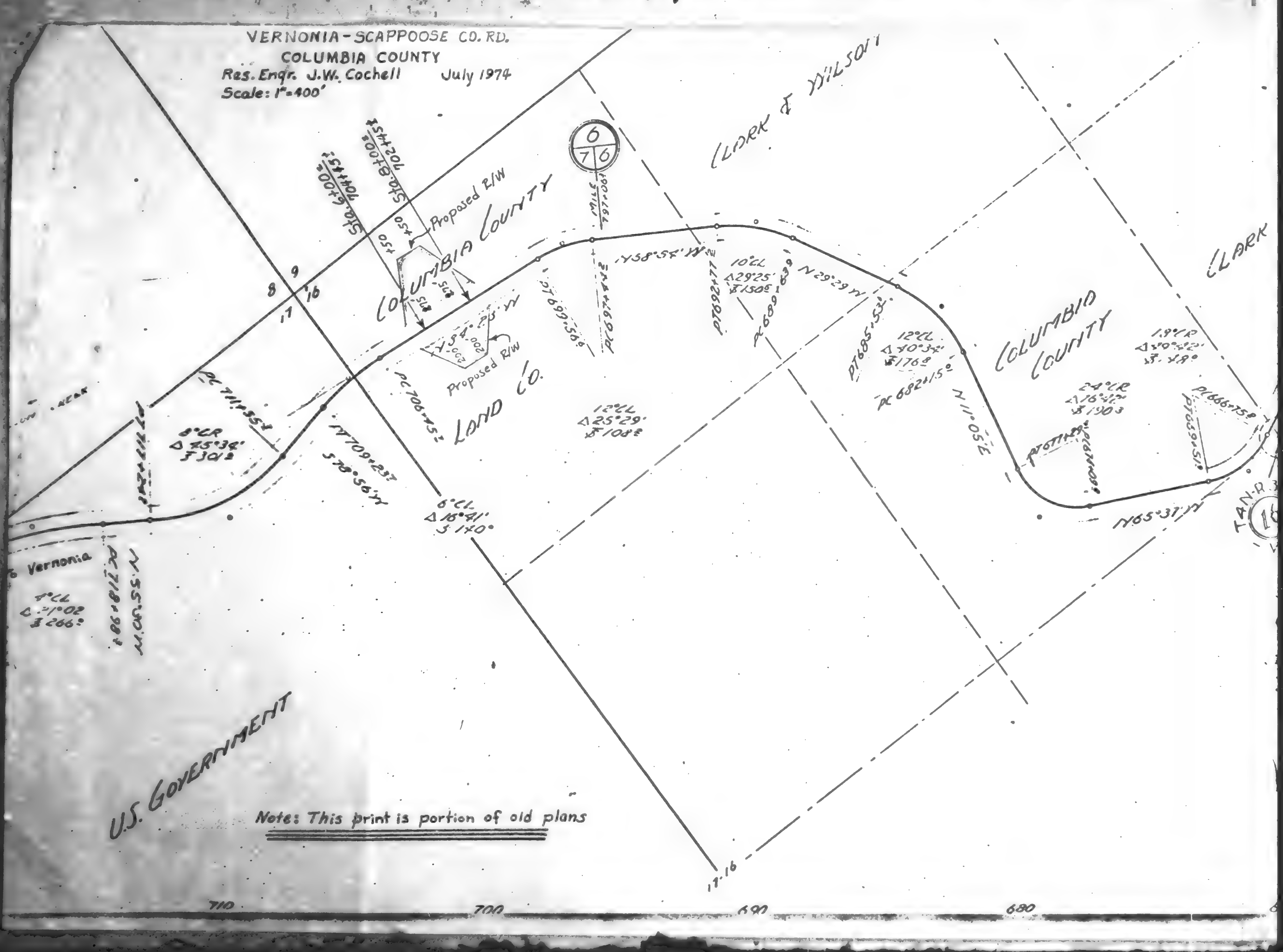
E.R. Project
Vernonia - Scappoose Co. Rd.
Columbia County

July 1974

Summary & Cost Estimate

Prefix: 505-1411-02

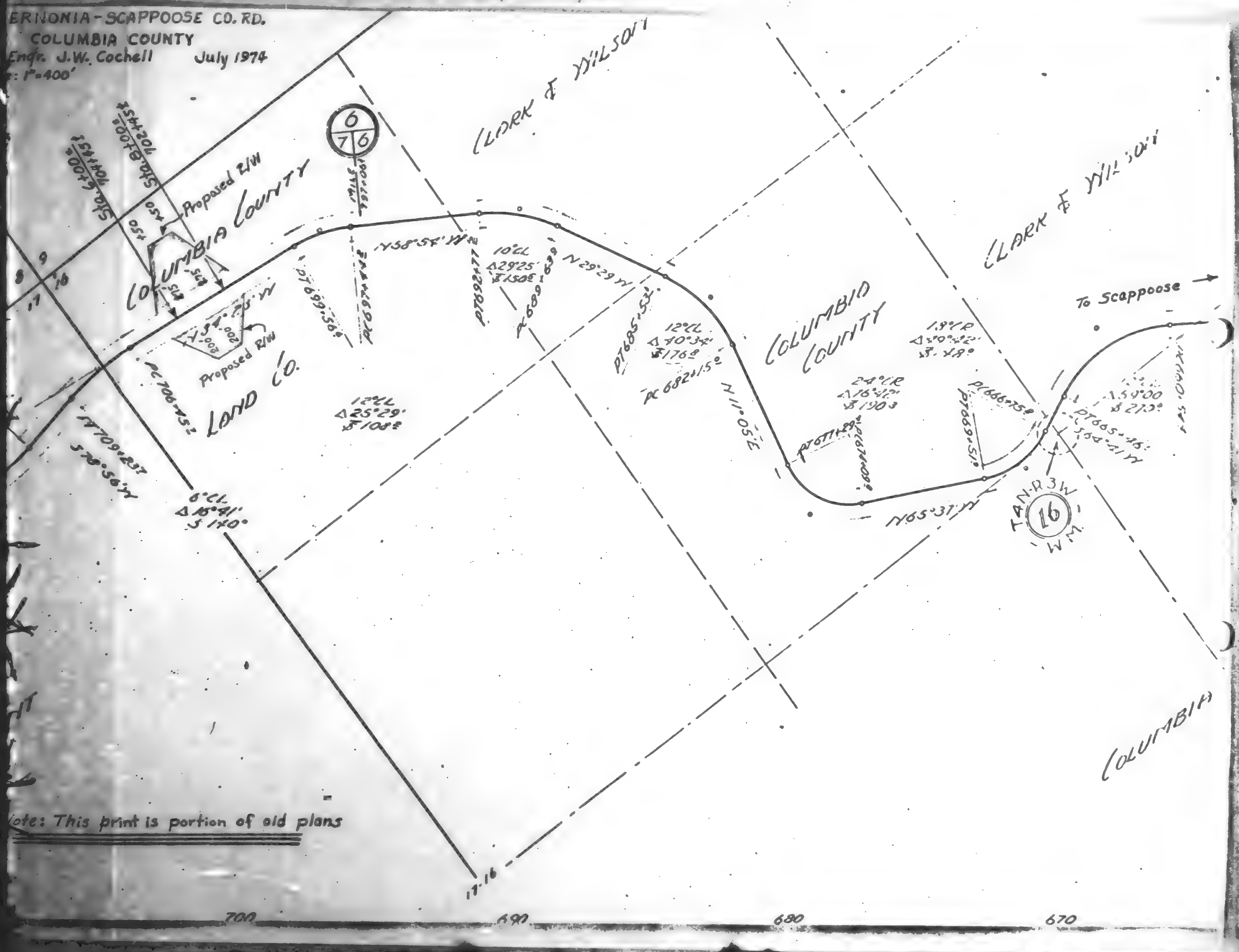
| Item | Unit | Quantity | Allow. | Total | Unit Price | Amoun |
|---|---|---|---|---|---|---|
| Temporary Signs | Sq. Ft. | 50 | – | 50 | 8$^{00}$ | 400 |
| Clearing & Grubbing | All | All | – | All | Lump Sum | 1,500 |
| Embankment in Place<br>(Quarry Run Rock) | Cu. yd. | 57,093 | 5,707 | 62,800 | 6$^{50}$ | 408,200 |
| Trench Excavation | Cu. yd. | 508 | 52 | 560 | 7$^{00}$ | 3,920 |
| 1"-0 Aggregate Base | Cu. yd. | 558 | 52 | 610 | 10$^{00}$ | 6,100 |
| Asph. Conc., Class "B" Mix | Ton | 121 | 14 | 135 | 15$^{00}$ | 2,025 |
| Asph. Cement in Mix | Ton | 6.6 | 0.4 | 7 | 100$^{00}$ | 700 |
| 48" Culvert Pipe<br>(10-48" Pipe Diaphragms Included) | Lin. Ft. | 328 | 32 | 360 | 38$^{00}$ | 13,680 |
| 48" Paved Culv. End Slope/Trash Rack | one | 1 | – | 1 | 550$^{00}$ | 550 |
| Concrete Anchor Block | one | 1 | – | 1 | 1,000$^{00}$ | 1,000 |
| 8" Perf. Drain Pipe | Lin. Ft. | 550 | 50 | 600 | 6$^{00}$ | 3600 |
| Special Filter Material | Cu. yd. | 74 | 6 | 80 | 12$^{00}$ | 960 |
| Guard Rail (Type 2) | Lin. Ft. | 600 | 60 | 660 | 6$^{00}$ | 3,960 |
| Loose Riprap, Class 700 | Cu. yd. | 18 | 2 | 20 | 30$^{00}$ | 600 |
| Total Contract Bid Items | | | | | | $ 447,195 |
| Engineering & Contingencies 20% | | | | | | 89,439 |
| Total Amount | | | | | | $ 536,634 |



VERNONIA-SCAPPOOSE CO. RD.
COLUMBIA COUNTY
Res. Engr. J.W. Cochell July 1974
Scale: 1"=400'

Note: This print is portion of old plans

ERNONIA-SCAPPOOSE CO. RD.
COLUMBIA COUNTY
Engr. J.W. Cochell July 1974
: 1"=400'



Note: This print is portion of old plans

2 8090

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

April 23, 1974

AGENDA
APR 30 1974
4K.

**TO:** Oregon Transportation Commission

ORIGINAL SIGNED BY
F. B. KLABOE

**FROM:** F. B. Klaboe, Administrator
and State Highway Engineer

**SUBJECT:** Emergency Relief Projects
January 1974 Storm Damage

Attached are tabulations and summaries describing six proposed county ER (Emergency Relief) projects--two in Clackamas County, three in Columbia County, and one in Wallowa County.

The two projects in Clackamas County are for repairing roadway embankments and shoulders and placing a riprap protection blanket at each location. One project is at the Pudding River Bridge on Arndt Road, FAS 117. The other is approximately at Mile Point 1.6 on Clackamas River Road, FAS 131. The total estimated cost of both these projects is $87,000 with no cost to the State.

The three projects in Columbia County are to repair slide damage and restore the roadways. One project is on Fern Hill Road, FAS 567, at M.P. 1.27. The other two projects are on the Vernonia-Scappoose Road, FAS 609, at M.P. 2.8 and M.P. 7.0. The total estimated cost of all three of these projects is $647,000 with no cost to the State.

The project requested by Wallowa County is to construct a bridge over Bear Creek on Flora Road, FAS 32-100, at M.P. 17.35. The estimated cost of this project is $45,000 with no cost to the State.

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

These counties have requested that the State do the field work and award the contract and supervise the construction on their behalf.

These projects will be on the agenda for the April 30. I recommend your approval.

Attachments

bc: ✓C. W. Head
George M. Baldwin
A. E. Johnson
E. S. Hunter
L. W. Rulien
V. E. Skoog
J. H. Versteeg
V. D. Wolfe
H. S. Cox
C. O. Fredrickson
Ed Hardt
W. E. Schwartz
Gary Sund
R. E. Whipps

HR:ljt kmb

IA 1075 1/69

# CROWN ZELLERBACH CORPORATION

Box 48 Mist Route Vernonia Oregon 97064

## MISCELLANEOUS INVOICE

SOLD TO
Columbia County Board of
Commissioners,
County Court House
St Helens Oregon 97051

DATE 4-22-74

INVOICE NO. 101

CUSTOMER'S ORDER NO.

RECEIVE
APR 25 1974
Columbia County Road Depart

TERMS: Net

CHECK NOT DEEMED PAYMENT OF THIS INVOICE UNTIL PROCEEDS THEREOF RECEIVED IN CASH BY OUR BANK.

Charge for Construction of (1) one way road around — Camp 8 Washout on Scappoose - Vernonia Highway in — March 1974

| | |
|---|---|
| 2 hours Cat Grader - Fully operated | $ 37.50 |
| 6 hours 75 B Michigan loader ″ ″ | 142.50 |
| 8 hours D 8 tractor ″ ″ | 150.00 |
| 34 hrs 10 yard dump trucks ″ ″ | 566.25 |
| 220 yards Pit Run Rock | 192.50 |
| 126 yards Crushed Rock | 600.00 |
| Supervision | 82.25 |
| TOTAL | $1771.00 |

This confirms phone call to Ted Morgan - Col County Road Dept.

RECEIVED
COUNTY & CITY SECTION
MAY 8 1974
☐ ☑ ☐ ☐ ☐
☑ ☐ ☐ ☐ ☐

8090

FORM 81-734-3050

**OREGON STATE HIGHWAY DIVISION**
INTER-OFFICE CORRESPONDENCE
SALEM, OREGON
April 22, 1974

FILE:

~~FROM:~~ TO: ✓Mr. E. S. Hunter
Assistant State Highway Engineer
BUILDING

~~TO:~~

SUBJECT: ER Projects
January, 1974 Storm Damage

Harold Reynoldson

FROM: Harold Reynoldson
Rural Program Engineer
County & City Unit

OK ESH
4 additional to
jobs in the mill.

Attached are fifteen copies of the tabulations and maps describing and locating six proposed ER (Emergency Relief) projects; two in Clackamas County, three in Columbia County, and one in Wallowa County.

Both projects in Clackamas County are to repair roadway embankments and shoulders and place riprap protection blanket on each location. One project is at the Pudding River Bridge on Arndt Road, FAS 117. The other is approximately at M.P. 1.6 on the Clackamas River Road, FAS 131.

The three projects in Columbia County are to repair slide damage and restore the roadways. One project is on the Fern #8087 — Hill Road, FAS 567 at M.P. 1.27. The other two are on the Vernonia-Scappoose Road, FAS 609 at M.P. 2.8 and M.P. 7.0.

The project in Wallowa County is to replace a bridge over Bear Creek on Flora Road, FAS 32-100 at M.P. 17.35.

The counties have requested that the State Highway Division do the field work and award the contracts and supervise the construction in their behalf.

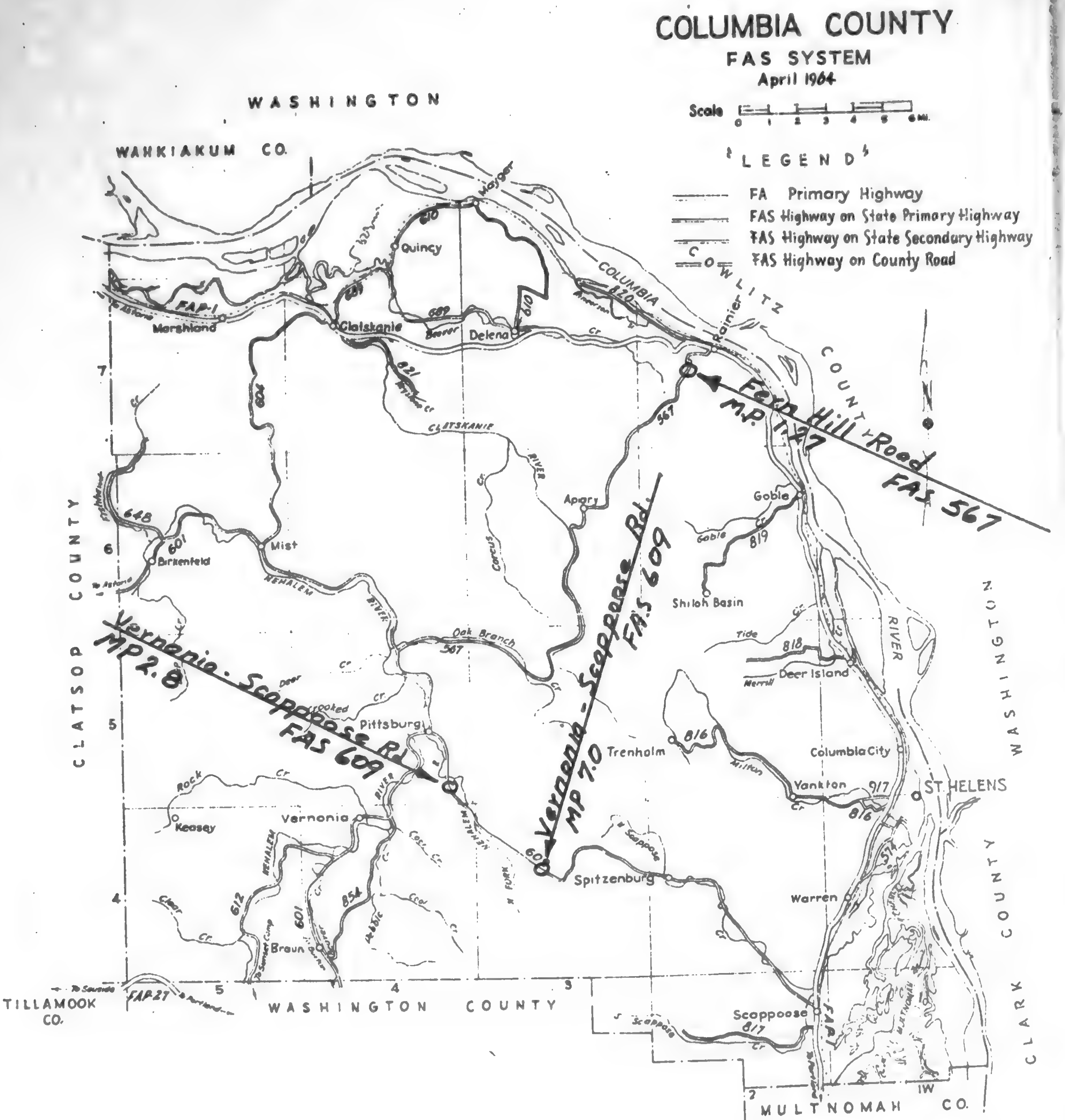
If satisfactory, would you please present these projects to the Transportation Commission for approval at their April 30, 1974 meeting. A suggested letter to the Commission is attached.

HR:ljt

Att.

cc: L. W. Rulien

RECEIVED
APR 22 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER



ER Projects

January 1974

COLUMBIA COUNTY
ER Projects
January, 1974 Storm Damage

**FAS 609:** Scappoose-Vernonia Road, M.P. 7.0. Slide correction, $335,000.

Heavy rains in January, 1974 washed out a fill approximately 275 feet long and 50 feet deep.

This project is to consist of installing a 48-inch drainage pipe and restore the fill and roadway. Roadway is to have two 10-foot AC travel lanes and 2-foot AC shoulders. Also place riprap at outlet of pipe.

State is to make survey and plans and award and supervise the contract.

**FAS 609:** Scappoose-Vernonia Road, M.P. 2.8. Slide correction, $51,000.

Heavy rains in January, 1974 saturated the roadway in this area and caused approximately 100/feet to slide out.

This project is to remove the mud and debris from the area and restore the roadway. Road will be closed during construction.

State to make survey and plans and award and supervise the contract.

**FAS 567:** Fern Hill Road, M.P. 1.27. Slide correction, $261,000.

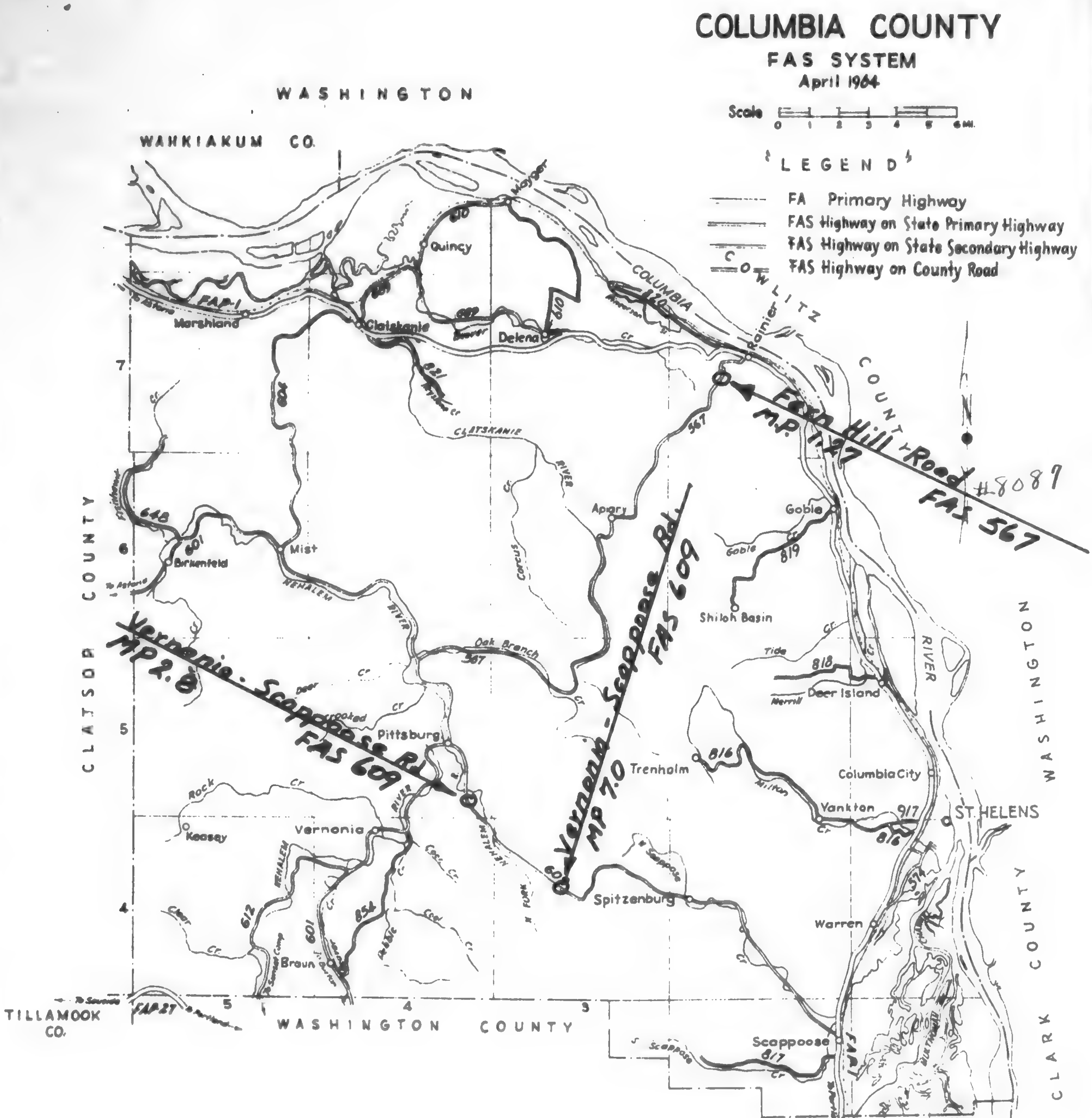
#8087

Heavy rain storms in January, 1974 saturated the fill in this area and caused it to slide and settle.

This project is to remove the mud and debris and restore the roadway. Detour is to be constructed and maintained by the contractor.

State to make survey and plans and award and supervise the contract.

74-b
ER Project
4/18/74



ER Projects

January 1974

ER

Columbia County Road Department
P. O. Box 388 1275 Deer Island Road
St. Helens, Oregon 97051

Phone 503 397-4111

Ser. No.: 74-146

Date: March 5, 1974

Crown Zellerbach Corporation
Mist Route, Box 48
Vernonia, Oregon 97064

ATTENTION of Mr. Frank G. Deckebach

Dear Mr. Deckebach:

Pursuant to our earlier discussions Columbia County respectfully requests the assistance of the Crown Zellerbach Corporation to do the following:

1. Please construct a temporary roadway by-pass around the slide area on the Scappoose-Vernonia Road on FAS No. 609 west of Camp 8.
2. The roadway should be of sufficient width to allow school buses to pass safely.
3. The roadway should be constructed a sufficient distance away from the slide area to allow construction activities at the slide to take place without interference with vehicles on the temporary by-pass.
4. The roadway should be rocked and gravelled sufficient to avoid problems for the passage of passenger type vehicles and school buses.
5. An accounting of all expenses, damages to Crown property over which the roadway passes, and a reasonable percentage of profit should be made and charged to Columbia County.

Your continued cooperation with Columbia County during this extended period of road problems is very much appreciated.

Very truly yours,

COLUMBIA COUNTY
BOARD OF COMMISSIONERS

AJ Ahlborn
Jack Minkoff

RECEIVED
COUNTY & CITY SECTION
MAR 7 - 1974
☑ ENGR. ☑ COOR. ☑ OE ☒ AE ☑ UE
☑ UPE ☑ CE ☒ RE ☒ RPE ☐

c.c. to:- Pat O'Neil - FHWA
Ed Hardt - Reg I

☐ ENGR. ☑ ASST. ☐ OF ☐ AE ☐ UE
☐ UPE ☐ CE ☐ [illegible] ☐

[illegible]

bc: E. S. Hunter
L. W. Rulien
Comm. Minkoff
Ted Morgan - C.I.C. Hi Dept

March 1, 1974

Mr. Lloyd Quinn
c/o U.S. Post Office
Vernonia, Oregon 97064

Re: ER, January 1974 Storm Damage
Camp 8 Slide
Vernonia-Scappoose Road
FAS 609
Columbia County

Dear Mr. Quinn:

This is in reply to your telephone call concerning the detour for this slide.

Because of some misinformation, this detour, as a temporary solution to the problem, was delayed. The FHWA and our office understood that there was no one served by this route, and that there would be no advantage in this detour if the larger section down the road were not repaired or detoured.

However, the Federal Highway Administration now realizes that there are five families to be served by this route and they have agreed that this detour of Camp 8 slide should be done. The county has already been informed.

Sorry for the inconvenience.

Very truly yours,

H. S. Cox
County and City Engineer

By

HR
Harold Reynoldson
Rural Program Engineer

HR:ljt

Got a call from [illegible]
about another [illegible]
the local [illegible]
to get out. [illegible] Minkoff
about it. The county [illegible]
& fix 2-4 [illegible] week
3/5/74
HR

[illegible] said [illegible] would [illegible] back
[illegible] to Dan

☑ ENGR. ☑ ASST. ☑ OE ☑ AE ☑ UE
☑ UFE ☑ CE R K

er/fas

**MEMO TO FILES**

**March 1, 1974**

**Re: ER, January 1974 Storm Damage**
**Camp 8 Slide**
**Vernonia-Scappoose Road**
**FAS 609**
**Columbia County**

I talked to Wally Bryant and Pat O'Neil of FHWA concerning a detour at this slide. Five families are served. They did not realize this so now they have given the go ahead on this detour as a temporary solution. Also called Commissioner Minkoff and informed him that the FHWA said it was okay to construct the detour.

Wally Bryant said he would reprogram this project so the county would get reimbursed.

Harold Reynoldson
Harold Reynoldson
Rural Program Engineer
County and City Unit

HR:ljt

cc: W. N. Bryant, FHWA
E. S. Hunter
L. W. Rulien
E. L. Hardt, Region 1

RECEIVED
COUNTY & CITY SECTION
MAR 1 - 1974
☑ ENGR. ☑ COOR. ☑ OE ☒ AE ☑ UE
☑ UPE ☑ CE ☒ RE ☒ RPE ☐

Col. Co. ER-2

MP 2.8

## COUNTY ROAD ~~FAS-C~~ ER PROJECT REQUEST

Name of County Columbia FAS No. 609 Date February 15, 1974
County Road Name Scappoose-Vernonia
Section Name Scappoose-Vernonia
Type of Project Emergency Repair
Location of Project (Attach sketch map) Near Camp 8
ADT - Design Speed 55

Is this request for county bridge design only? Yes ____ No X
county FAS bridge design? Yes ____ No X
Will County hire consultant for this project? Yes ____ No X
(If answer is Yes, then all aspects of PPM 40-6 must be observed.)

## I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type A.C. Total Travel Width 24
(AC, Pug Cold Mix, Penetration Mat)

2. Shoulders: Type Gravel Width Each Side 3
(AC, Pug Cold Mix, Oil Mat) Total Top Width 30

3. Grading & Drainage:
By County ____ County Date of Completion ____ By Contract X

4. Bottom Base Course:
By County ____ County Date of Completion ____ By Contract X
Has base design been given to County? Yes ____ No ____
Will it be furnished? Yes ____ No ____

5. Leveling Course:
By County ____ County Date of Completion ____ By Contract X

6. Binder Course:
By County ____ County Date of Completion ____ By Contract X

7. Traveled Surface & Shoulders:
By County ____ County Date of Completion ____ By Contract X

8. Clearing:
By County ____ County Date of Completion ____ By Contract X

9. Curbs:
Curbs Required? Yes ____ No ____ (NOT REQUIRED)
Type Desired (rolled, exposure, monolithic, special county standard, etc.)
____
Width between curbs ____

RECEIVED
COUNTY & CITY SECTION
MAR 1 - 1974
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

10. Pedestrian Walkway & Bicycle Trails
Are walkways or trails desired? Yes__________No___X_____
If answer is No, which of the following applies?
Contrary to public safety__________Cost excessive to need or use__________
Sparse population_____X______Area exempt from bike law______________
What is desired width of trail or walkway______________ft.
What type of surface treatment is desired________________________________
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes__________No____________
What type of separation from roadway will be used?______________________________
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes___________No___________
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes__________No___X_______

12. Will replacement be by: County____________Contract_____________
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes____ No_____

14. Will County adjust structure to additional width? Yes____ No_____

15. Will adjusted width be standard? Yes_____ No_____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes_____ No_____ (NOT REQUIRED)

17. Does County wish sight posts installed? Yes__X__ No_____

18. Does County wish State to permanently stripe project? Yes__X__ No_____

19. Will County do striping? Yes_____ No__X__

20. Does County wish guardrail installed? Yes__X__ No_____

By County________ Contractor___X____
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes__X__No_____
By seeding and mulching AS RECOMMENDED (Yes_____No_____
By rock blanket BY STATE (Yes_____No_____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes__X__No_____

23. Can through traffic be detoured? Yes_____No__X__

24. Must new detour be constructed? Yes_____No__X__

25. Will detour be constructed and maintained by County? Yes ____ No X

26. Will detour be constructed & maintained by Contractor? Yes ____ No X

27. Will County sign project outside work area during construction?
Yes ____ No X

28. Will Contractor sign project outside work area during construction?
Yes X No ____

29. Should contract provide for permanent signing? Yes ____ No X

30. Should State do permanent signing? Yes ____ No ____

31. Will traffic signals be required? Yes ____ No X
If yes, give location and type desired ____________________

32. Is project contingent upon other factors? Yes X No ____
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain APPROVAL OF FEDERAL FUNDS

Remarks re Section I: ____________________

## II. BRIDGE PROJECT DATA

(NOT APPLICABLE)

1. Name of river or stream ____________________

2. Name of bridge ____________________

3. Dimensions of existing bridge. Length ______ Roadway Width ______

4. Type of design and material used in existing bridge. ____________________

5. Location (please attach map with location marked): ____________________
Section ______ Township ______ Range ______ W.M.

6. Desired width of proposed bridge ______ Approx. length ______
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes______No______
Upstream__________Downstream__________Width__________

8. Does County wish a particular type of bridge design? Yes______No______
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.)______________________________________________
______________________________________________________________
(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes______No______
Explain______________________________________________________
______________________________________________________________
______________________________________________________________

10. Foundation Testing: By County? Yes______No______
By State? Yes______No______

11. Will County close road during construction? Yes______No______

12. Can presently established road be used as detour? Yes______No______

13. Must a new detour be constructed? Yes______ No______

14. Will detour be constructed & maintained by County? Yes______ No______

15. Will detour be constructed & maintained by Contractor? Yes______ No______

16. Will County sign project outside work area during construction?
Yes______No______

17. Will Contractor sign project outside work area during construction?
Yes______No______

18. Approaches or Connections by County Yes______ No______
by Contractor Yes______ No______
Traveled surface: Type______________ Width______________
Shoulder surface: Type______________ Width______________
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes______No______

N.W. quadrant distance from structure________________
N.E. quadrant distance from structure________________
S.W. quadrant distance from structure________________
S.E. quadrant distance from structure________________

20. **Guardrail:** Desired on approaches or connections: Yes_____ No_____
By County _______ Contractor_______
Right side only? Yes______ No______
Both sides? Yes_____ No_____

(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. **Existing Structure:** Remain in place? Yes_____ No_____
Use for detour? Yes_____ No_____
Removed by County? Yes_____ No_____
Removed by Contractor? Yes_____ No_____
Salvaged by Contractor for County? Yes_____ No_____

(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be:

By County? Yes_____ No_____
By Contractor? Yes_____ No_____

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes________ No________ Size___________
Company________________________________________________
b. Sanitary sewer mains: Yes________ No________ Size___________
Company________________________________________________
c. Storm sewer: Yes________ No________ Size___________
Company________________________________________________
d. Gas mains: Yes________ No________ Size___________
Company________________________________________________
e. Power lines: Yes________ No________ Size___________
Company________________________________________________
f. Telephone lines: Yes________ No________ Size___________
Company________________________________________________
g. Other Utilities:________________________________________________
________________________________________________

24. Does County wish provisions made for future utility attachment to structure? Yes________ No________

25. Does County wish lightpost bases and conduit installed? Yes________ No________

26. Does County wish complete job of illumination in project? Yes________ No________

27. Is project contingent upon other factors? Yes_______ No_______
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

**If yes, explain:**

**Remarks re Section II:**

## III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes X No
   By Consultant? Yes No X
   By County? Yes No X
   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes No X

3. Construction plans and specifications to be prepared:
   By State? Yes X No
   By Consultant? Yes No X
   By County? Yes No X

4. Does County desire center line to be permanently monumented as part of project? Yes No X

5. Does County desire right-of-way to be permanently monumented as part of project? Yes X No
   (NOTE: Right-of-way monumenting will necessitate special programming.)

**Remarks re Section III:** (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must he refunded to State.)

## IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum 100 Minimum ________

2. Is any additional right-of-way needed? Yes X No _____ (Const. Purposes Only)

3. Should State prepare options? Yes X No _____

4. Should State negotiate & acquire right-of-way in behalf of County? Yes X No ___

5. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes X No _____

6. Should material source site be included in right-of-way descriptions? Yes _____ No X

7. Is there any merchantable timber on right-of-way? Yes _____ No X

8. Will timber be reserved for owner? Yes _____ No _____
If removed by County or individual, must be done prior advertisement for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes X No _____

10. Is a hearing necessary? Yes _____ No X
(NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes X No _____
If yes, give type and name of utility company: General Telephone and West Oregon Electric Co-op

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes _____ No _____
If yes, give type and name of utility company: ______________________

13. Are utilities on existing right-of-way by permit _____ or by franchise X
(NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes _____ No X
If yes, give name of irrigation company or district ______________________
and dates between which water can be turned off: From ______________
To ______________

15. Are there any railroad crossings? Yes _____ No X

16. Name of Railroad ______________________________

17. **Number of tracks:** Mainline_____ Siding_____ Total_____

18. **Sight Distance:** _______________ (Left) _________________(Right)

19. **Number of Trains:** Passenger___________ Speed__________
Freight_____________ Speed__________

20. **Angle of Intersection:**____________________________________________

21. **Type of Existing Crossing:** Grade _______
Overcrossing _______
Undercrossing _______

22. **Existing Protection:**
Advance warning signs______ Automatic flashing______ Stop signs______
Crossbucks ______ Automatic bell ______ Gates ______

23. **Proposed Protection:**_____________________________________________
_______________________________________________________________

24. Are there to be stopping lanes for buses and trucks, etc.
Yes______ No______

25. Will railroad crossing be altered: Yes______ No______
If yes, specify:_____________________________________________________

26. Traffic Control Signing:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____

28. Does County wish State to prepare P.U.C. hearing data? Yes_____ No______

29. Will P.U.C. application be made by State_______ or County______?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No X
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV_____________________________________________________
_________________________________________________________________________
_________________________________________________________________________

## V. MATERIAL SOURCES DATA (DEPENDS UPON SPECIFICATION FOR FILL)

1. Gravel ____________ Quarry ____________ Cinders ____________

2. Owner: County _____ State _____ Private _____ Other _____

3. Location: __________ Section _____ Township _________ Range _______ W.M.

4. If County lease, what are royalty payments? ____________________

5. Materials furnished by County: Borrow _____ Select Topping _____
Base Course _____ Level Course _____ Mineral Agregates _____
Location ____________________
Miscellaneous Items ____________________

Remarks re Section V No Materials furnished by County.

## VI. FINANCIAL DATA

1. Estimated Cost: $ 51,000

2. Available ~~FAS~~ ER Funds $ ?

3. Does County wish advancement of future Federal funds? Yes X No ____
Amount ____________ (If we pay contractor, rather it go through the state entirely)

4. Date match money is available Hope None

5. Will there be any 100% County money? Yes _____ No _____

6. Maximum amount of 100% County money available: $ ____________

7. Date County requests letting: As soon as possible

Remarks re Section VI ____________________

UNUSUAL OR COMPLICATED CIRCUMSTANCES: This is a major route and essential to the economy of Vernonia.

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By ____________________
County Judge or Comm. Chairman

By ____________________
County Commissioner

By Jack Minkoff
County Commissioner

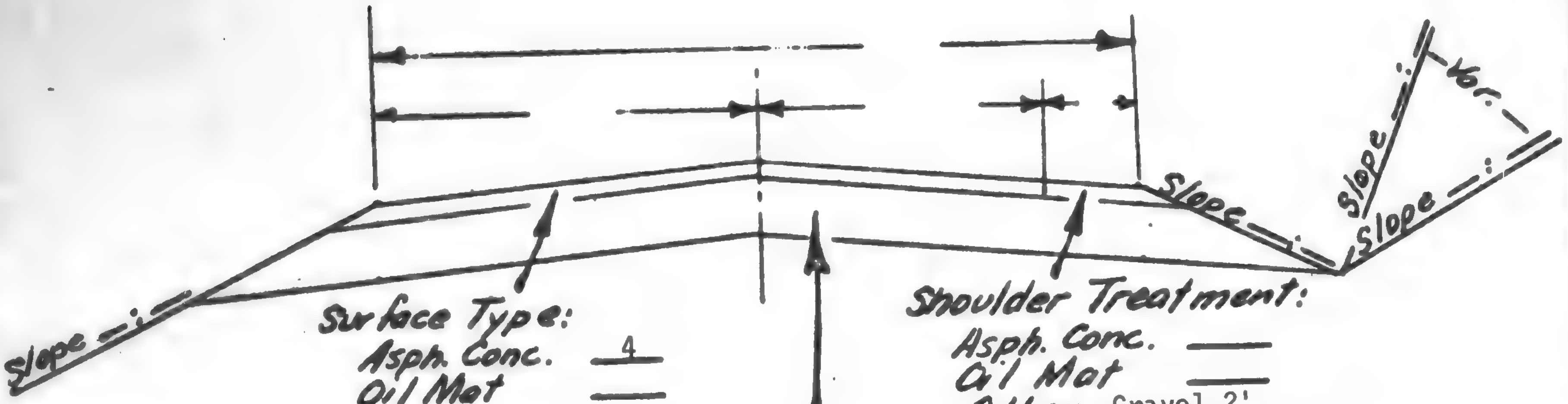
By ____________________
County Engineer or Roadmaster

County ____________________
Date ____________________

Robt H Strange
O.S.H.D. Field Engineer

Date 3-18-74

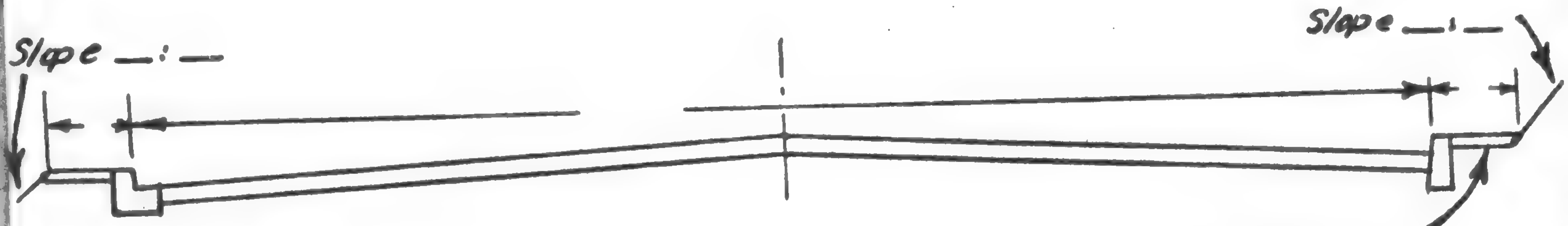
# TYPICAL SECTION



Surface Type:
Asph. Conc. 4
Oil Mat ___
Other ___

Shoulder Treatment:
Asph. Conc. ___
Oil Mat ___
Other Gravel 2'

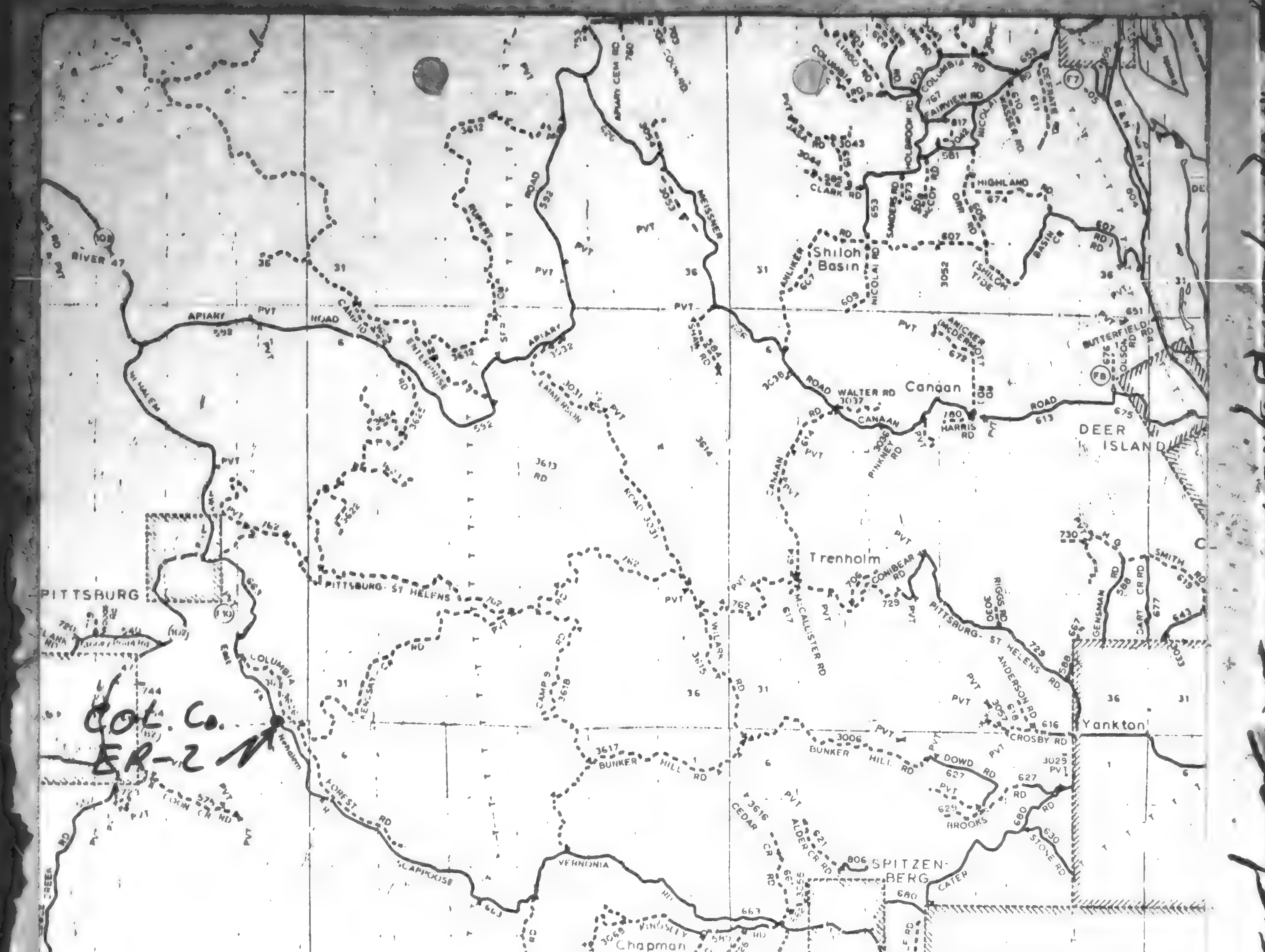
Type of Base:
Pit or Quarry Run ___
Crushed Stone 18
Asph. Treated ___
Cement Treated ___



No. of Lanes ___
Lane Width ___
Shoulder Width ___ or Shy Dist. from Curb ___
Median Width ___
Total Width between Curbs ___

Foot paths:
Asph. Conc. ___
Gravel ___

Curbs
Type "C" ___
Curb & Gutter ___
Other ___


Shiloh Basin
Canaan
DEER ISLAND
Trenholm
PITTSBURG
Yankton
SPITZENBERG
Chapman
WARREN
SCAPPOO
WASHINGTON
COUNTY
COUNTY
R3W
T3N
APIARY RD
PITTSBURG - ST HELENS
BUNKER HILL RD
VERNONIA
SCAPPOOSE
HOLADAY RD
DUTCH CANYON RD
OTTO MILLER RD
WALTER RD
CANAAN RD
McCALLISTER RD
COLUMBIA
PISGAH HOME
CROSBY RD
DOWD RD
BROOKS
STONE RD
SIERCKS RD
RAYMOND CR RD
SMITH
HIGHLAND
HARRIS RD
PVT

Col. Co.
ER-2

.CO ER-1

MP-7

# COUNTY ROAD ~~FAS-C~~ ER PROJECT REQUEST

**Name of County** Columbia **FAS No.** 609 **Date** February 15, 1974
**County Road Name** Scappoose-Vernonia
**Section Name** Scappoose-Vernonia
**Type of Project** Emergency Repair
**Location of Project** (Attach sketch map) 1.7 miles west of Crown overpass
**ADT** - **Design Speed** 55

**Is this request for county bridge design only?** Yes ____ No X
county FAS bridge design? Yes ____ No X
**Will County hire consultant for this project?** Yes ____ No X
(If answer is Yes, then all aspects of PPM 40-6 must be observed.)

## I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type A.C. Total Travel Width 24
(AC, Pug Cold Mix, Penetration Mat)

2. Shoulders: Type Gravel Width Each Side 3'
(AC, Pug Cold Mix, Oil Mat) Total Top Width 30

3. Grading & Drainage:
By County ____ County Date of Completion ____ By Contract X

4. Bottom Base Course:
By County ____ County Date of Completion ____ By Contract X
Has base design been given to County? Yes ____ No ____
Will it be furnished? Yes ____ No ____

5. Leveling Course:
By County ____ County Date of Completion ____ By Contract X

6. Binder Course:
By County ____ County Date of Completion ____ By Contract X

7. Traveled Surface & Shoulders:
By County ____ County Date of Completion ____ By Contract X

8. Clearing:
By County ____ County Date of Completion ____ By Contract X

9. Curbs:
Curbs Required? Yes ____ No ____ Not Required
Type Desired (rolled, exposure, monolithic, special county standard, etc.)
____
Width between curbs ____

RECEIVED
COUNTY & CITY SECTION
MAR 1 - 1974
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE ☐
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

10. **Pedestrian Walkway & Bicycle Trails**
Are walkways or trails desired? Yes__________ No____X_____
If answer is No, which of the following applies?
Contrary to public safety_________ Cost excessive to need or use__________
Sparse population_____X______ Area exempt from bike law______________
What is desired width of trail or walkway______________ft.
What type of surface treatment is desired_____________________________
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes__________ No____________
What type of separation from roadway will be used?_____________________________
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes__________ No___________
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes__________ No_____X_____

12. Will replacement be by: County____________ Contract___X_______
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes_____ No_____

14. Will County adjust structure to additional width? Yes_____ No_____

15. Will adjusted width be standard? Yes_____ No_____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes_____ No_____ Not Required

17. Does County wish sight posts installed? Yes__X__ No_____

18. Does County wish State to permanently stripe project? Yes__X__ No_____

19. Will County do striping? Yes_____ No__X__

20. Does County wish guardrail installed? Yes__X__ No_____
By County________ Contractor___X___
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes__X__ No_____
By seeding and mulching ) Which ever is recommended Yes_____ No_____
By rock blanket ) by the State. Yes_____ No_____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes__X__ No_____

23. Can through traffic be detoured? Yes_____ No__X__

24. Must new detour be constructed? Yes_____ No__X__

25. Will detour be constructed and maintained by County? Yes ____ No X

26. Will detour be constructed & maintained by Contractor? Yes ____ No X

27. Will County sign project outside work area during construction?
Yes ____ No X

28. Will Contractor sign project outside work area during construction?
Yes X No ____

29. Should contract provide for permanent signing? Yes X No ____

30. Should State do permanent signing? Or Contractor Yes X No ____

31. Will traffic signals be required? Yes ____ No X
If yes, give location and type desired ____

32. Is project contingent upon other factors? Yes X No ____
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain Approval of Federal Funds

Remarks re Section I: ____

## II. BRIDGE PROJECT DATA (NOT APPLICABLE)

1. Name of river or stream ____
2. Name of bridge ____
3. Dimensions of existing bridge. Length ____ Roadway Width ____
4. Type of design and material used in existing bridge. ____
5. Location (please attach map with location marked): ____
Section ____ Township ____ Range ____ W.M.
6. Desired width of proposed bridge ____ Approx. length ____
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes______ No______
Upstream__________ Downstream__________ Width__________

8. Does County wish a particular type of bridge design? Yes______ No______
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.)________________________________________
________________________________________
(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes______ No______
Explain________________________________________
________________________________________
________________________________________

10. Foundation Testing: By County? Yes______ No______
By State? Yes______ No______

11. Will County close road during construction? Yes______ No______

12. Can presently established road be used as detour? Yes______ No______

13. Must a new detour be constructed? Yes______ No______

14. Will detour be constructed & maintained by County? Yes______ No______

15. Will detour be constructed & maintained by Contractor? Yes______ No______

16. Will County sign project outside work area during construction?
Yes______ No______

17. Will Contractor sign project outside work area during construction?
Yes______ No______

18. Approaches or Connections by County Yes______ No______
by Contractor Yes______ No______
Traveled surface: Type______________ Width______________
Shoulder surface: Type______________ Width______________
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes______ No______

N.W. quadrant distance from structure______________
N.E. quadrant distance from structure______________
S.W. quadrant distance from structure______________
S.E. quadrant distance from structure______________

20. **Guardrail:** Desired on approaches or connections: Yes_____ No_____
By County _______ Contractor_______
Right side only? Yes______ No______
Both sides? Yes_____ No_____

(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. **Existing Structure:** Remain in place? Yes_____ No_____
Use for detour? Yes_____ No_____
Removed by County? Yes_____ No_____
Removed by Contractor? Yes_____ No_____
Salvaged by Contractor for County? Yes_____ No_____

(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be:

By County? Yes_____ No_____
By Contractor? Yes_____ No_____

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes________ No________ Size___________
Company_______________________________________________
b. Sanitary sewer mains: Yes________ No________ Size___________
Company_______________________________________________
c. Storm sewer: Yes________ No________ Size___________
Company_______________________________________________
d. Gas mains: Yes________ No________ Size___________
Company_______________________________________________
e. Power lines: Yes________ No________ Size___________
Company_______________________________________________
f. Telephone lines: Yes________ No________ Size___________
Company_______________________________________________
g. Other Utilities:_______________________________________________
_______________________________________________

24. Does County wish provisions made for future utility attachment to structure? Yes________ No________

25. Does County wish lightpost bases and conduit installed?
Yes________ No________

26. Does County wish complete job of illumination in project?
Yes________ No________

27. Is project contingent upon other factors? Yes_______ No_______
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

**If yes, explain:** ______________________________

**Remarks re Section II:** ______________________________

## III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   - By State? Yes __X__ No ______
   - By Consultant? Yes ______ No __X__
   - By County? Yes ______ No __X__

   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes ______ No __X__

3. Construction plans and specifications to be prepared:
   - By State? Yes __X__ No ______
   - By Consultant? Yes ______ No __X__
   - By County? Yes ______ No __X__

4. **Does County desire center line to be permanently monumented as part of project? Yes** ______ No __X__

5. **Does County desire right-of-way to be permanently monumented as part of project?** Yes __X__ No ______

   **(NOTE: Right-of-way monumenting will necessitate special programming.)**

**Remarks re Section III:** (Note: Projects for which Preliminary Survey Plans and Estimates only are requested **must be constructed within a five-year period, or all funds expended other than County funds must he refunded to State.)**

## IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum 100 Minimum ______

2. Is any additional right-of-way needed? Yes X No ______

3. Should State prepare options? Yes X No ______

4. Should State negotiate & acquire right-of-way in behalf of County? Yes X No ______

5. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes X No ______

6. Should material source site be included in right-of-way descriptions? Yes ______ No X

7. Is there any merchantable timber on right-of-way? Yes X No ______

8. Will timber be reserved for owner? Yes X No ______
If removed by County or individual, must be done prior advertisement for bids
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes X No ______

10. Is a hearing necessary? Yes ______ No X
(NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes ______ No X
If yes, give type and name of utility company: ______

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes X No ______
If yes, give type and name of utility company: General Telephone and West Oregon Electric Co-Op.

13. Are utilities on existing right-of-way by permit ______ or by franchise X
(NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes ______ No X
If yes, give name of irrigation company or district ______
and dates between which water can be turned off: From ______ To ______

15. Are there any railroad crossings? Yes ______ No X

16. Name of Railroad ______

17. Number of tracks: Mainline_____ Siding_____ Total_____

18. Sight Distance: _______________ (Left) ________________(Right)

19. Number of Trains: Passenger___________ Speed__________
Freight_____________ Speed__________

20. Angle of Intersection:________________________________________

21. Type of Existing Crossing: Grade ______
Overcrossing ______
Undercrossing ______

22. Existing Protection:
Advance warning signs______ Automatic flashing______ Stop signs______
Crossbucks ______ Automatic bell ______ Gates ______

23. Proposed Protection:__________________________________________
______________________________________________________________

24. Are there to be stopping lanes for buses and trucks, etc.
Yes______ No______

25. Will railroad crossing be altered: Yes______ No______
If yes, specify:_____________________________________________

26. Traffic Control Signing:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____

28. Does County wish State to prepare P.U.C. hearing data? Yes_____ No______

29. Will P.U.C. application be made by State_______ or County______?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No X
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV_____________________________________________
__________________________________________________________________
__________________________________________________________________

## V. MATERIAL SOURCES DATA (DEPENDS UPON SPECIFICATIONS FOR FILL)

1. Gravel ______ Quarry ______ Cinders ______

2. Owner: County ____ State ____ Private ____ Other ____

3. Location: ______ Section ____ Township ______ Range ____ W.M.

4. If County lease, what are royalty payments? ______

5. Materials furnished by County: Borrow ____ Select Topping ____
Base Course ____ Level Course ____ Mineral Agregates ____
Location ______
Miscellaneous Items ______

Remarks re Section V No Material Furnished by County

## VI. FINANCIAL DATA

1. Estimated Cost: $ 334,440

2. Available ~~FAS~~ ER Funds $ ?

3. Does County wish advancement of future Federal funds? Yes X No ____
Amount As necessary to pay contractory if required
(If we pay contract Rather it go through the State entirely.)

4. Date match money is available Hope none required.

5. Will there be any 100% County money? Yes ____ No ____

6. Maximum amount of 100% County money available: $ ______

7. Date County requests letting: As soon as possible

Remarks re Section VI ______

UNUSUAL OR COMPLICATED CIRCUMSTANCES: This is a major route essential to the economy of Vernonia.

This application is the express desire of the County.

**This application is not complete without an attached exhibit showing location of project.**

By ______
County Judge or Comm. Chairman

By ______
County Commissioner

By Jack Minkoff
County Commissioner

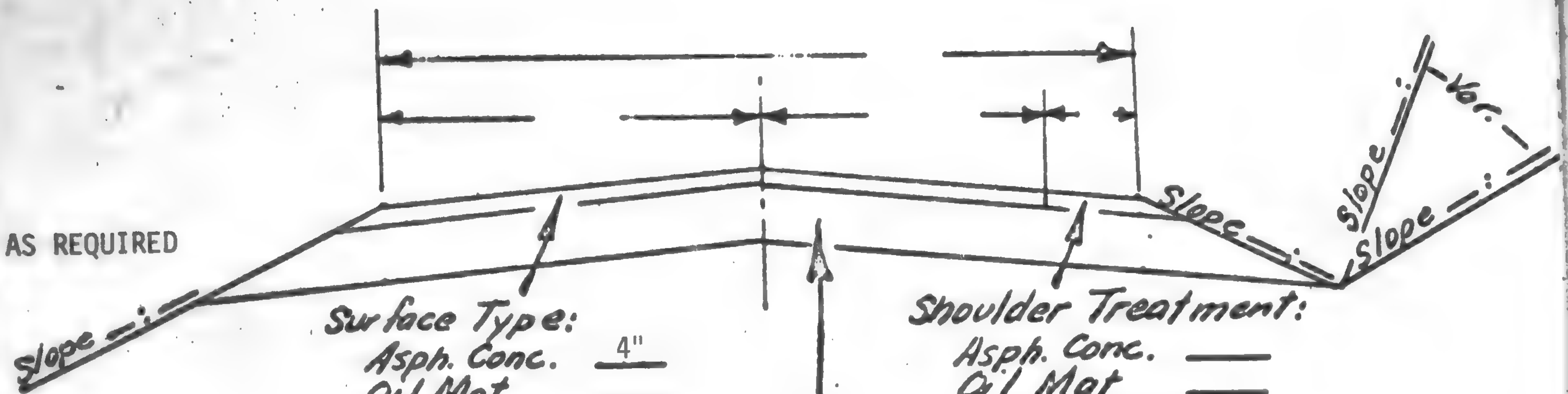
By ______
County Engineer or Roadmaster

County ______
Date ______

Robert H Prange
O.S.H.D. Field Engineer

Date 3-18-74

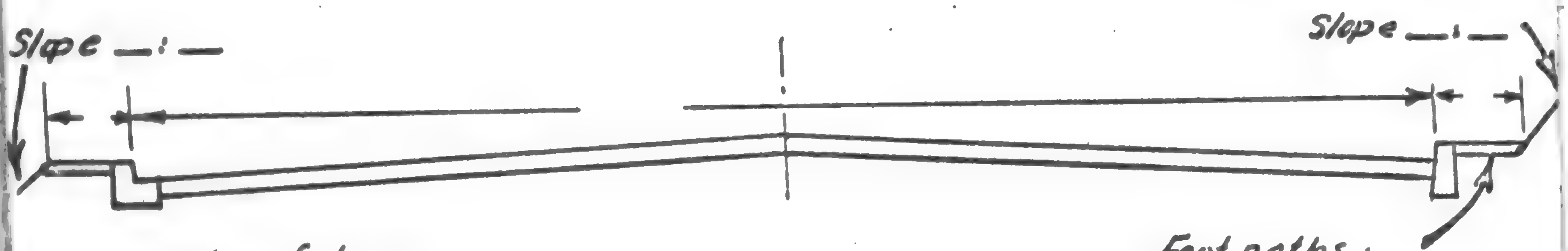
# TYPICAL SECTION



Surface Type:
Asph. Conc. 4"
Oil Mat ____
Other ____

Shoulder Treatment:
Asph. Conc. ____
Oil Mat ____
Other Gravel 2'

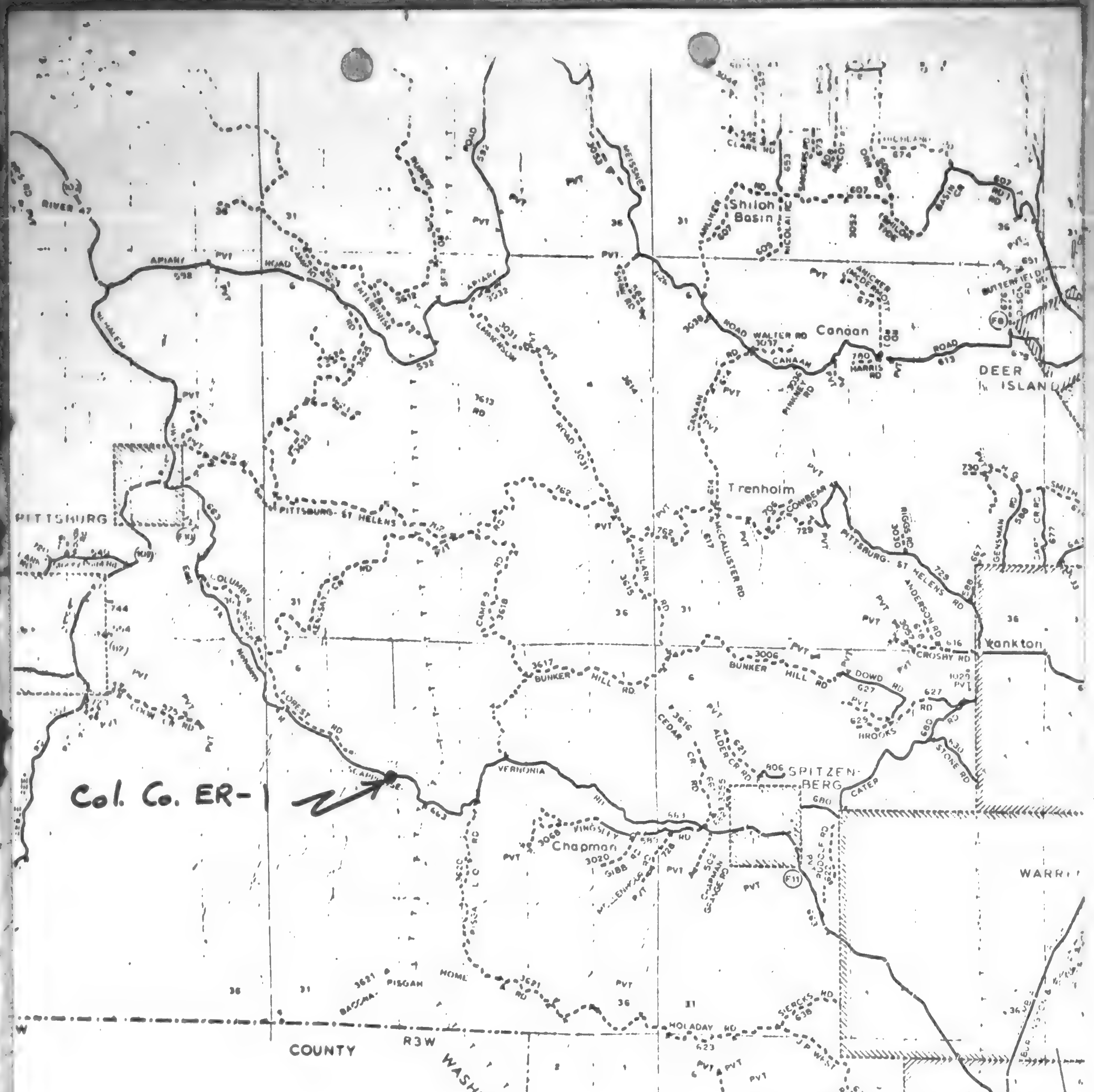
Type of Base:
Pit or Quarry Run ____
Crushed Stone 18"
Asph. Treated ____
Cement Treated ____



No. of Lanes ____
Lane Width ____
Shoulder Width ____ or Shy Dist. from Curb ____
Median Width ____
Total Width between Curbs ____

Foot paths:
Asph. Conc. ____
Gravel ____

Curbs
Type "C" ____
Curb & Gutter ____
Other ____


Shiloh Basin
Canaan
DEER ISLAND
Trenholm
PITTSBURG
PITTSBURG - ST. HELENS
Yankton
BUNKER HILL RD
SPITZENBERG
VERNONIA
Chapman
FOREST RD
PISGAH HOME RD
HOLADAY RD
DUTCH CANYON
WARRE
SCAPPO
COUNTY
R3W
WASHINGTON
COUNTY
T3N
R2W

Col. Co. ER-1

# EMERGENCY RELIEF PROJECTS - DAMAGE ASSESSMENT REPORT

Date of Inspection 1-24-74 Disaster 1-14-74 Applicant Columbia County Page

Inspection Made By P. E. O'Neil, FHWA; J. W. Cochell, OSHD; K. C. Thompson & J. Minkoff, Columbia County

Type of Work: T - Temporary Emergency Work P - Pe

| Road Name | System | M.P. | Photo No. | Type Work | Description and/or Materials | Quantity | Unit | Unit Price | Cost | Remark |
|---|---|---|---|---|---|---|---|---|---|---|
| Vernonia-Scappoose Highway | FAS 609 | 2.8 from Nehalem Highway<br>(MP 2.8)<br>Camp 8 | 2-ER | P | Debris and Mud Removal | 2,000 | CY | 5.00 | 10,000 | Saturated fill slip<br>removing approximat<br>lineal feet of road |
| | | | | | Clearing | LS | | | 5,000 | |
| | | | | | Embankment in Place | 4,000 | CY | 6.00 | 24,000 | |
| | | | | | AC | 100 | tons | 20.00 | 2,000 | Roadbed width appro<br>24 ft. |
| | | | | | Base Rock | 200 | yds | 7.50 | 1,500 | |
| | | | | | | | | | $42,500 | Photo 2-ER |
| | | | | | 20% Engineering & Contingencies | | | | 8,500 | |
| | | | | | | | | | $51,000 | Recommend correctio<br>mud and debris, cle<br>slide, restore the<br>restore roadbed.<br><br>Contract Work |

## EMERGENCY RELIEF PROJECTS - DAMAGE ASSESSMENT REPORT

Form FHWA-68

1-24-74

Disaster 1-14-74

Applicant Columbia County

Page ____ of ____

P. E. O'Neil, FHWA; J. W. Cochell, OSHD;
K. C. Thompson & J. Minkoff, Columbia County

Type of Work: T - Temporary Emergency Work P - Permanent Repairs

| tem | M.P. | Photo No. | Type Work | Description and/or Materials | Quantity | Unit | Unit Price | Cost | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 609 | 2.8 from<br>Nehalem<br>Highway<br>(MP 2.8)<br>Comp 8 | 2-ER | P | Debris and Mud Removal | 2,000 | CY | 5.00 | 10,000 | Saturated fill slipped out removing approximately 100 lineal feet of road. |
| | | | | Clearing | LS | | | 5,000 | |
| | | | | Embankment in Place | 4,000 | CY | 6.00 | 24,000 | |
| | | | | AC | 100 | tons | 20.00 | 2,000 | |
| | | | | Base Rock | 200 | yds | 7.50 | 1,500 | Roadbed width approximately 24 ft. |
| | | | | | | | | $42,500 | |
| | | | | 20% Engineering & Contingencies | | | | 8,500 | Photo 2-ER |
| | | | | | | | | $51,000 | Recommend correction to remove mud and debris, clear area of slide, restore the fill, and restore roadbed.<br>Contract Work |

For

## EMERGENCY RELIEF PROJECTS - DAMAGE ASSESSMENT REPORT

ate of Inspection 1-24-74 Disaster 1-14-74 Applicant Columbia County Page ____

nspection Made By P. E. O'Neil, FHWA; J. W. Cochell, OSHD; K. C. Thompson & J. Minkoff, Columbia County.

Type of Work: T - Temporary Emergency Work P - Permanen

| Road Name | System | M.P. | Photo No. | Type Work | Description and/or Materials | Quantity | Unit | Unit Price | Cost | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|
| Vernonia-Scappoose Highway | FAS 609 | 1.7 mi. west of RR O'xing<br>(MP [illegible])<br>7 | 1-ER | P | Embankment in Place | 40,000 | CY | $6.00 | $240,000 | High water due to the sto washed out the pipe and f which was approximately 2 ft. across and average de 50 ft.<br>Recommend correction to r fill upper end of creek, install pipe, and resurfa roadbed. Recommend Class riprap at outlet of pipe.<br>Contract Work |
| | | | | | 48-inch Pipe | 400 | ft | 30.00 | 12,000 | |
| | | | | | Clearing & Grubbing | LS | | | 10,000 | |
| | | | | | AC | 300 | ton | 20.00 | 6,000 | |
| | | | | | 2"- Base Rock | 400 | CY | 7.50 | 3,000 | |
| | | | | | Guardrail | 800 | ft | 4.00 | 3,200 | |
| | | | | | Class 700 Riprap | 300 | CY | 15.00 | 4,500 | |
| | | | | | | | | | $278,700 | |
| | | | | | Engineering & Contingencies 20% | | | | 55,740 | |
| | | | | | | | | | $334,440 | |

EMERGENCY RELIEF PROJECTS - DAMAGE ASSESSMENT REPORT

Form FHWA-68

ction 1-24-74 Disaster 1-14-74 Applicant Columbia County Page ____ of ____

de By P. E. O'Neil, FHWA; J. W. Cochell, OSHD;
K. C. Thompson & J. Minkoff, Columbia County.

Type of Work: T - Temporary Emergency Work P - Permanent Repairs

| System | M.P. | Photo No. | Type Work | Description and/or Materials | Quantity | Unit | Unit Price | Cost | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| FAS 609 | 1.7 mi. west of RR O'xing<br>(MP [illegible])<br>7 | 1-ER | P | Embankment in Place<br>48-inch Pipe<br>Clearing & Grubbing<br>AC<br>2"- Base Rock<br>Guardrail<br>Class 700 Riprap<br><br>Engineering & Contingencies 20% | 40,000<br>400<br>LS<br>300<br>400<br>800<br>300 | CY<br>ft<br><br>ton<br>CY<br>ft<br>CY | $6.00<br>30.00<br><br>20.00<br>7.50<br>4.00<br>15.00 | $240,000<br>12,000<br>10,000<br>6,000<br>3,000<br>3,200<br>4,500<br>$278,700<br>55,740<br>$334,440 | High water due to the storm washed out the pipe and fill which was approximately 275 ft. across and average depth of 50 ft.<br>Recommend correction to random fill upper end of creek, install pipe, and resurface roadbed. Recommend Class 700 riprap at outlet of pipe.<br>Contract Work |

8091 Oregon Coast Hwy. at 1974
Hemlock St. (Waldport)
(Traffic signal installation)

8091

B

*October 2, 1975*

*United Pacific Insurance Co.*
*Fidelity & Surety Dept.*
*PO Box 1216*
*Tacoma, WA 98401*

*Gentlemen:*

*On September 24, 1975, we wrote to you concerning release of final payment on Contract No. 8091 awarded to Hansen Electric Co. for work on Hemlock Street in the City of Waldport of the Oregon Coast Highway in Lincoln County.*

*Final payment on this contract is $1,388.65 and the total contract amount is $25,333.00. No work was performed under force account.*

*Very truly yours,*

*C. W. Reed*
*COMMISSION SERVICES*

*VW*

*cc: Hansen Electric Co.*
*1127 South Broadway*
*Coos Bay, OR 97420*

*bc: C. T. Keasey*
*Walt Hart*
*V. E. Skoog Attn: Dick Haeck*
*C. O. Fredrickson*

8091 43

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Oregon Coast Highway @ Hemlock St. (Waldport)

WEEK ENDING: 13 Sep 75

SECTION PREFIX: 21-1608

HIGHWAY: Oregon Coast

COUNTY: Lincoln

NAME OF JOB: Waldport Signal

KIND OF WORK: Traffic Signal Installation

CONTRACTOR: Hansen Electric Co.

CONTRACT NUMBER: 8091

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: 29 Nov 74

DATE WORK STARTED: 6 May 75

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS 280 CWD

CALENDAR DAYS USED 259 CWD

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 93

PROJECT AUTHORIZATION: $31,946.87

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

EXCLUSIVE OF ENGINEERING: $29,156.75

ENGINEERING AUTHORIZATION $2,790.12

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 107

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $30,733.00

ENGINEERING COST TO DATE $3,580

DATE PROJECT WAS COMPLETED: 26 Aug 75

ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 5 %

PERCENT OF AUTHORIZATION 128 %

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY | | | | |
| MONDAY | | | | |
| TUESDAY | | | | |
| WEDNESDAY | | | | |
| THURSDAY | | | | |
| FRIDAY | | | | |
| SATURDAY | | | | |

Routing
Keasey K
RECEIVED
Richards
Bond
Glenn
Jackmond
SEP 15 1975
Berg
Harwood
Johnsen
CONSTRUCTION SECTION
Walker

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY | |
| MONDAY | |
| TUESDAY | |
| WEDNESDAY | |
| THURSDAY | |
| FRIDAY | |
| SATURDAY | |

## REMARKS

Semi-final "hand delivered" to Region Engineer 9/8/75.

Letter of acceptance has been sent to City of Waldport, and will be forwarded upon return.

This is the final weekly report on this project.

SIGNED H. H. Patterson LOCATION Newport

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8091

November 27, 1974

Hanson Electric Company
1127 South Broadway
P. O. Box 1228
Coos Bay, OR  97420

Gentlemen:

The Oregon Transportation Commission on November 25, 1974, awarded to you State Highway Contract No. 8091 in the amount of $26,301.20 for a traffic signal installation at Hemlock Street in Waldport on the Oregon Coast Highway, Lincoln County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

C. W. Head
COMMISSION SERVICES

js

bc
C. T. Keasey
Vince Gallagher
Walt Hart
C. O. Fredrickson
H. H. Patterson
L. E. George

8091

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
October 24, 1974

FILE: ~~ENV 2-2~~

Donald L. Trout

**FROM:** Donald L. Trout
Design Office Engineer

**TO:** MEMORANDUM TO THE FILES

**SUBJECT:** Environmental Requirements Review for November 21, 1974, Bid Letting

The following jobs tentatively scheduled for November 21, 1974, have been reviewed and the status is as follows:

| | | |
|---|---|---|
| 1. | Tygh Creek (Tygh Valley) Bridge Section | All Clear |
| 2. | M.P. 2.8 & M.P. 7.0 Slide Section | All Clear |
| 3. | Upper Fifteenmile Creek (Quarry) Bridge | All Clear |
| 4. | Pacific Hwy. East @ Gloucester St. (Gladstone) | All Clear |
| 5. | Birch Ave.-Crater Lake Highway | All Clear |
| 6. | Terwilliger Bikeway | All Clear |
| 7. | Oregon Coast Hwy. @ Hemlock (Waldport) | All Clear |

DLT:jh

NOTED
E. S. HUNTER

RECEIVED
OCT 24 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

1 Versteeg V
A. Olson
2 Turpin
Scott
Copy Swenson
C. Olson
Trout

RECEIVED
OCT 24 1974
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval
Receiver Keep
Do not File
Return To______
Bring Up____/____
Other______

Copy Hunter

8091

5i-1

February 6, 1974

1-30-74

4556
4380

City of Waldport
City Hall
Waldport, Oregon 97394

Attention: Mrs. Viola M. Blackman
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 4900

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering installation of traffic signals at the intersection of the Oregon Coast Highway and the Alsea Highway.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc L. E. George
(conf. agree. att.)

8091

**OREGON STATE**
**HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE **December 27, 1973**

4556
4380

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Traffic Signal Agreement**

We have prepared an agreement which has been signed by the City of Waldport covering the installation of a traffic signal at the intersection of the Oregon Coast Highway and the Alsea Highway in the City of Waldport.

The agreement provides that the State shall prepare all plans and specifications and perform the work of the project. The State will pay the total cost of the project, which is estimated to be $28,000. The project is to be charged to Minor Betterment Funds (traffic signal projects to be selected). After completion of the project, the State will maintain the traffic signals and the City will pay for all power consumed.

Your approval of the agreement and authorization for me to sign it is recommended. This will be an item on the agenda at the January 30 meeting.

bc: C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
L. E. George
L. H. Young
V. E. Skoog
H. S. Cox
C. O. Fredrickson
R. E. Whipps
Gary Sund

RDT:pb dpy

8091

RECEIVED
NOV 23 1971
FOR FILING

November 22, 1971

4556
1360

Ms. Viola Blackman
City Recorder
City Hall
Waldport, Oregon 97394

Dear Ms. Blackman:

This is in further reply to your November 3 letter concerning installation of traffic signals at the junction of US101 and ORE34 in Waldport.

Although there is need for signalization of this intersection, the funds for such installations have become severely depleted. It will be necessary that the installation be postponed and be reconsidered after July 1, 1972, the beginning of the next fiscal year.

It is regretted that we cannot proceed at this time.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

VPJ:pb 1a

bc R. L. Porter
Tom Edwards
L. E. George
J. B. Boyd

CITY OF WALDPORT
OREGON
ZIP CODE 97394 PHONE 563-2630

REFERRED TO
admin
BY SECRETARY

November 3,1971

Edwards

Oregon State Highway Commission
Highway Building
Salem Oregon 97310

Att: City or County Engineer

Gentleman:

It has been brought to the attention of the Waldport City Council, that there is a new policy statement of cost sharing for installation and maintenance of traffic signals on State Highways inside of Oregon Cities under 5,000 population has been approved by the State Highway Commission.

We would like to make application for a traffic signal at the intersection of Highway 101 and Highway 34. There is presently a caution light placed by your department at this intersection, but it is felt that this is not adequate for the safety of our local citizens, or large population of the year around tourtist which we receive. It is for this reason we most urgently need this traffic signal between Memorial Day and Labor Day and suggest the traffic survey be made during this peroid.

It is also understood by the City of Waldport, the State will help to maintain our City street lights installed on State highway 101 and highway 34. We request our street lights be inspected to see if we can get some help. Or request reinbursement on our street light expence.

Yours Truly

John Wells
Street Committee Chairman
Viola Blackman
By Viola Blackman
City Recorder

RECEIVED
NOV 5 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOV 9 - 1971

FBK

NOTED
R. L. PORTER

NOTED
TOM EDWARDS

8091

4556
4380

November 8, 1973

Ms. Viola M. Blackman
City Recorder
City of Waldport
City Hall
Waldport, Oregon 97394

Dear Ms. Blackman:

Attached is an agreement between the City of Waldport and the Department of Transportation for the installation of a traffic signal at the junction of the Oregon Coast Highway and the Alsea Highway. The State will pay for the installation and maintenance of this signal with the City assuming the power costs.

If the agreement is acceptable to you, please have it executed and return both copies to this office. Please note that Item 3 under THINGS TO BE DONE BY CITY indicates that the City must pass an ordinance or a resolution authorizing the Mayor and the Recorder to enter into this agreement.

After we receive the executed copy of the agreement from the City, we will transmit it to the Transportation Commission for their approval. You will be furnished with a fully executed copy of the agreement after they have approved it.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Attachments
BET:kw    jf

bc:
F. B. Klaboe
A. E. Johnson
L. E. George
C. O. Fredrickson

**CITY OF WALDPORT**
OREGON
ZIP CODE 97394
PHONE 563-2630

November 2,1973

Mr. E.S. Hunter
Assistant State Highway Engineer
Oregon State Highway Division
Highway Building
Salem Oregon 97310

Dear Mr. Hunter:

In your October 23,1973 letter you stated the traffic signal at the intersection of US101 and ORE 34 would be installed and maintained at the expence of the State.

The City Council, Mayor and senior citizens of the City of Waldport would be very happy to have a signal at this intersection.

The City of Waldport would be very happy to assume all power costs
Thank You.

Yours very truly
Viola m Blackman
Viola M. Blackman
City Recorder

11-6-73
Bud George
Prepare necessary agreement.

NOV 6 1973
TRAFFIC [illegible]

RECEIVED
NOV 6 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

cc: C.O. Fredrickson

NOTED
BRUCE TAYLOR

8091

October 23, 1973

Mrs. Viola M. Blackman
City Recorder
City of Waldport
City Hall
Waldport, Oregon 97394

Dear Mrs. Blackman:

In our November 22, 1971 letter to you, we indicated that there was a need for the installation of traffic signals at the junction of US101 and ORE34 in Waldport but that we did not have funds available.

We are now able to reconsider signalization of this intersection. Under our September 8, 1971 agreement with the League of Oregon Cities, a traffic signal installation at this location would be installed and maintained at the expense of the State. The City would care for all power costs.

If the City of Waldport wishes to proceed with the signal installation on this basis, please let us know and we will prepare the necessary agreements.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

RDT:kw jf

bc: F. B. Klaboe
A. E. Johnson
L. E. George
C. O. Fredrickson

8091

SEP 2 - 1971

FOR

September 1, 1971

4380

Mr. John Wells
Street Committee Chairman
City Council
City Hall
Waldport, Oregon 97394

Dear Mr. Wells:

Your recent letter requested a meeting with a representative of the Highway Division to discuss the ramifications of a new policy involving cooperative traffic signal projects.

The policy is not as yet official, even though it was announced in the League of Oregon Cities' publication recently. The Highway Division and the League office in Salem have been working together to evolve such a policy that would entail difference aspects of signal installations, such as initial cost, maintenance and power costs. The policy statement will be considered by the Highway Commission at its September 8 meeting, after which it will receive statewide distribution through the League of Oregon Cities' office.

It is felt that it would be more appropriate to hold in abeyance any discussions concerning this policy until it has been officially adopted and copies distributed by the League office.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

VPJ:pb kw
cc R. L. Porter
Tom Edwards
Victor D. Wolfe
L. E. George
J. B. Boyd
H. S. Cox

**OREGON STATE**
**HIGHWAY DIVISION**

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

AUG 27 1971
TRAFFIC ENGINE

August 25,1971

Mr. John Wells
Street Committee Chairman
City Council
City Hall
Waldport, Oregon 97394

Dear Mr. Wells:

Your letter of August 24, 1971 has been received by this office and is being forwarded to the appropriate personnel for review and contact with your office relative to traffic signal installation and street lighting within your city.

I might mention the new policy of cost sharing for installation and maintenance of signal and illumination has been approved by the League of Oregon Cities, and will be presented to the Highway Commission for their consideration of approval on September 7, 1971.

Thank you for your interest concerning highway matters in your vicinity.

Very truly yours,

H. S. Cox
County and City Engineer

By

D. N. Harwell

D. N. Harwell ljt
Coordinating Engineer

RECEIVED
AUG 26 1971
OFFICE OF
STATE HIGHWAY ENGINEER

DNH:ljt

cc: J. B. Boyd

✓ bc: F. B. Klaboe (Please have appropriate personnel contact the City regarding this matter.)

F. B. Crandall

Form 5-123

# CITY OF WALDPORT

OREGON

ZIP CODE 97394

PHONE 563-2630

Waldport
Traff Signals

August 24,1971

Oregon State Highway Commission
Highway Building
Salem, Oregon, 97310

Att: City or County Engineer

Dear Sirs:

It has been brought to the attention of the Waldport City Council, according to the League of Oregon Cities News Letter of August 12,1971, a new policy statement of cost sharing for installing and maintenance of traffic signals on the State Highways inside of Oregon Cities under 5,000 population has been approved by the State Highway Commission.

We would like to make application for a traffic signal at the intersection of Highway 101 and Highway 34. There is presently a Caution light placed by your department at this intersection, but it is felt that this is not adequate for the safety of our local citizens, or the large population of the year around tourist traffic which we receive. It is for this reason we most urgently need this traffic signal between Memorial Day and Labor day and sugest the traffic survey be made during this period.

It is also understood by the Waldport City Council, the State will help to maintain our City street lights installed on State Highway 101 and Highway 34. We request our street lights be inspected to see if we can get some help,or request reimbursement on our street light expense.

Yours Truly

Jim H Wells

John Wells
Street Committee
Chairman

RECEIVED
COUNTY & CITY SECTION
AUG 25 1971
☐ ENGR. ☑ [illegible] ☐ [illegible] ☐ [illegible] ☐ CL
☐ UPE ☐ CE ☐ RE ☐ LAE ☐

cc - see letter of 8-25-71 reply

8092 Terwilliger Bikeway-Lewis & 1974
Clark College Sch.-Tryon Creek
Park. (Grading & paving)

October 27, 1975

Reliance Insurance Company
Portland Office
700 N.E. Multnomah
Portland, OR 97232

Gentlemen:

Contract No. 8092 awarded to Schrader Construction Company, Inc., for work on the Terwilliger Bikeway, Unit 4, Lewis & Clark Law School-Tryon Creek Park Section in Multnomah County was completed on July 3, 1975, and accepted by the Administrator and State Highway Engineer on October 3, 1975.

Final payment in the amount of $4,791.34 will be released to the contractor after November 1, 1975. The total contract amount is $86,174.82 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

ser

cc Schrader Construction Co., Inc.
7912 S.E. Powell Blvd.
Portland, OR 97206

Fred S. James & Co. of Oregon
Board of Trade Building
Portland, OR 97204

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
E. L. Hardt

8092

Salem
October 24, 1975

C. T. Keasey
Construction Engineer

Highway Project
Acceptance

F. B. Klaboe, Administrator
and State Highway Engineer

Contract No. 8092 , Work Completed July 3, 1975

Project Terwilliger Bikeway, Unit 4

Highway --- , County Multnomah

Type of Work Grading and Paving

Contractor Schrader Const. Co., Inc.

Recommended Acceptance Date October 3, 1975

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:bb
cc: E. S. Hunter
H. S. Coulter
W. J. Hart
R. D. Church

8092 K

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

| | | |
|---|---|---|
| SECTION: Terwilliger Bikeway Unit 4 | | WEEK ENDING: ~~April~~ May 2 1975 |
| HIGHWAY: | | SECTION PREFIX: 826-1113 |
| | | COUNTY: Multnomah |
| NAME OF JOB: Terwilliger Bikeway Unit 4 | KIND OF WORK: Grading and Paving | |
| CONTRACTOR: Schrader Construction Co. Inc. | CONTRACT NUMBER: ~~8029~~ 8092 | FEDERAL AID PROJECT NUMBER: BOR |
| DATE OF CONTRACT: December 2, 1974 | DATE WORK STARTED: January 28, 1975 | ESTIMATED COMPLETION DATE: June 30, 1975 |
| AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION: 1 | SPECIFIED WORK DAYS: | WORK DAYS USED: |
| | SPECIFIED CALENDAR DAYS: | CALENDAR DAYS USED: |
| PROJECT AUTHORIZATION: $ 102,551.93 | SPECIFIED COMPLETION DATE: June 30, 1975 | PERCENT OF TIME ELAPSED: |
| EXCLUSIVE OF ENGINEERING: $ 93,595.43 | ENGINEERING AUTHORIZATION: $ 8,956.50 | PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 42 |
| ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 93,595.43 | ENGINEERING COST TO DATE: $ 9,814.72 | PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 42 |
| ESTIMATED PERCENT: OVERRUN UNDERRUN 0 % | PERCENT OF AUTHORIZATION: 110 % | DATE PROJECT WAS COMPLETED: |

ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| 90 | 95 | 74 | 6 | 0 | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | 1.2 | 1.2 | | | 1.2 |
| MILES PARTIALLY COMPLETED | 1 | 0 | | | 0 |
| MILES COMPLETED | 0 | 0 | | | 0 |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | 4,200 CY | 1,100 CY | | | 680 T |
| TOTAL QUANTITIES CORRECTED TO DATE | 4,200 | 1,100 | | | 680 |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | 3,092 | 63 | | | 0 |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | 1 | | | | |
| HOURS PER SHIFT | 8 | | | | |

EQUIPMENT USED DURING THE WEEK:

1 Buldozer 1 Backhoe

ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY | Cloudy | | | |
| MONDAY | Cloudy | | | |
| TUESDAY | Fair | | | |
| WEDNESDAY | Fair | | | |
| THURSDAY | Fair | | | |
| FRIDAY | Showers | | | |
| SATURDAY | | | | |

Kearney
Bond
Jackwood
Harwood
Johnson
Walker
K
MAY 5 1975
S
BEN GIFFORD

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY | |
| MONDAY | No Activity by the Contractor. |
| TUESDAY | 3 Men placing rock on parking lot. |
| WEDNESDAY | 2 Men clearing and grading. |
| THURSDAY | 2 Men grading. |
| FRIDAY | 2 Men grading. |
| SATURDAY | |

## REMARKS

Some areas were dry enough to allow grading two days this week. The contractor has most of the work performed that can be done until grade dryes to allow access for fill trucks and to finish grade. This is a very wet area and the heavy timber growth causes it to dry slowly.

SIGNED Roy W. Pyle LOCATION Troutdale

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

#8092

J

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

January 6, 1975

FROM: Gary A. Scott
State Recreation Director

SUBJECT: Status Report
B.O.R. funded projects

TO: Ed Hunter
Asst. State Highway Engineer

As of this date, the following projects have been submitted to and approved by the Bureau of Outdoor Recreation:

| Letting Date | BOR Number | BOR Funds | Project Name |
|---|---|---|---|
| 11-21-74 | 41-00650 | $52,000 | L & C Law School - Tryon Creek State Park Bikeway |
| 12-19-74 | 41-00629 | 35,000 | Honeyman SP Utility Building |
| 2-27-75 | 41-00636 | 62,500 | Nestucca Spit SP Day Use Area |
| 2-27-75 | 41-00627 | 37,500 | Cascadia SP Day Use Area |
| 4th Qtr. 75 | 41-00615 | 63,750 | Cottage Grove Bike Trail |
| Not on list | 41-00628 | 32,652.65 | Smelt Sands Day Use Area |

The B.O.R. fund amounts shown are normally 50% of the estimated total cost but may be less than 50% in some cases. The letting dates are according to the schedule of December 5, 1974.

GAS:bs

cc: L. W. Rulien
V. D. Wolfe
J. H. Versteeg

NOTED
E. S. HUNTER

RECEIVED
JAN 6 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

* 8092 State ✓ OP 9273

## NOTIFICATION OF GRANT-IN-AID ACTION

Do Not Use This Space

1. STATE APPLICATION IDENTIFIER
7409 2 400

2. *(Reserved for use by State central information reception agency)*

3. GRANTOR: a. Federal agency
Department of the Interior

b. Organizational unit
Bureau of Outdoor Recreation

c. Administering office—(1) Name
Northwest Region

| (2) Address—Street or P.O. Box | City | State | Zip Code |
|---|---|---|---|
| 915 Second Avenue, Room 990 | Seattle | WA | 98174 |

4. FEDERAL AGENCY GRANT IDENTIFIER: a. Code
41-00650

b. Title
Terwilliger Bikeway, Unit 4

c. Purpose
To construct a 1.2 mile surfaced bikeway and a bike parking area.

5. GRANTEE: a. Name
Oregon State Parks

| b. Address—Street or P.O. Box | City | State | Zip Code |
|---|---|---|---|
| 300 State Highway Building | Salem | OR | 97310 |

OR

6. GRANTEE TYPE *(Check only the single most applicable box)*

☒ a. State ☐ b. Inter-state ☐ c. County ☐ d. City ☐ e. School district ☐ f. Special unit ☐ g. Community action ☐ h. Sponsored organization ☐ i. Other

| 7. APPLICATION RECEIPT DATE | | | 8. ACTION DATE | | | 9. EFFECTIVE STARTING DATE | | | 10. ENDING DATE | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | Month | Day | Year | Month | Day | Year | Month | Day | Year | Month | Day |
| 74 | 11 | 26 | 74 | 12 | 03 | 74 | 11 | 27 | 77 | 12 | 31 |

11. TYPE OF ACTION *(Check as many boxes as apply to this action)*

☒ a. New grant ☐ b. Continuation grant ☐ c. Supplemental grant *(identify agency in item 16)*

d. Change in existing grant: ☐ (1) Increase in duration ☐ (2) Decrease in duration ☐ (3) Cancellation ☐ (4) Increase($) ☐ (5) Decrease($)

12. AMOUNT OF CONTRIBUTION

| a. Federal—(1) basic | (2) Supplemental | b. State | c. Local | d. Other |
|---|---|---|---|---|
| $ 52,000 | $ | $ 52,000 | $ | $ |

13. CATALOG OF FEDERAL DOMESTIC ASSISTANCE PROGRAM *(if none, clarify in item 16)*
a. Program Number: 15.400
b. Supplemental Program Number:

14. AUTHORIZATION

| | | | |
|---|---|---|---|
| a. Federal Budget Accounts | 10-16-5005-0-2-405 | | |
| b. Public Laws | PL Title Sec.<br>P.L. 88-578, Sec. 5 | PL Title Sec. | PL Title Sec. |
| c. U.S. Code | 16 USC 460l - 4 | | |

15. FACILITY LOCATION: *(For facility grant actions only)*
a. City From S.W. Boones Ferry Road and S.W. Terwilliger Blvd. to nature center in Tryon Creek State Park
b. County Multnomah

RECEIVED
DEC 11 1974
STATE PARKS
[illegible] SECTION

16. REMARKS
State Liaison Officer:
David G. Talbot
State Parks Superintendent
300 State Highway Building
Salem, OR 97310

S.F. 240 Prepared by:
Donald J. Ketter
(206) 442-4720

STANDARD FORM 240
June 1970 Bureau of the Budget Circular A-98
240-101

Waiver effective 11-27-74

**Exhibit A**

# UNITED STATES DEPARTMENT OF THE INTERIOR
## Bureau of Outdoor Recreation
## Land and Water Conservation Fund Project Agreement

State Oregon (Multnomah County)

Project Number 41-00650 (O.P. 927)

Project Title Terwilliger Bikeway, Unit 4

Project Period 11/27/74 to 12-31-77

Project Scope (Description of Project)

Construct 1.2 miles of paved bikeway in and near Tryon Creek State Park. The work includes clearing, grading, drainage, rock base, paving and the construction of a bike parking area near the Nature Center.

41-051-1650/0000
OR-Multnomah-Portland/N-A

Project Stage Covered by this Agreement

Not Applicable

Project Cost

Total Cost $ 104,000
Fund Support 50 %
Fund Amount $ 52,000
Cost of this Stage $ 104,000
Assistance this Stage $ 52,000

The following attachments are hereby incorporated into this agreement:

1. General Provisions (December 1965)
2. Project Proposal
3. ______
4. ______

BOR 8-92
(Rev. April 1974)

The United States of America, represented by the Director, Bureau of Outdoor Recreation, United States Department of the Interior, and the State named above (hereinafter referred to as the State), mutually agree to perform this agreement in accordance with the Land and Water Conservation Fund Act of 1965, 78 Stat. 897 (1964), and with the terms, promises, conditions, plans, specifications, estimates, procedures, project proposals, maps, and assurances attached hereto and hereby made a part hereof.

The United States hereby promises, in consideration of the promises made by the State herein, to obligate to the State the amount of money referred to above, and to tender to the State that portion of the obligation which is required to pay the United States' share of the costs of the above project stage, based upon the above percentage of assistance. The State hereby promises, in consideration of the promises made by the United States herein, to execute the project described above in accordance with the terms of this agreement.

The following special project terms and conditions were added to this agreement before it was signed by the parties hereto: That this agreement is in accord with the approved project proposal which is hereby incorporated by reference.

This agreement is not subject to the provisions of Section B.2(d) of the attached General Provisions, dated December, 1965.

The land for this project was acquired in a number of parcels since May 1971. All of the acquisitions have been made in accordance with PL 91-646; documentation of the compliance is on file in the individual Right of Way files.

In witness whereof, the parties hereto have executed this agreement as of the date entered below.

| | |
|---|---|
| THE UNITED STATES OF AMERICA | STATE |
| By E E Allen<br>(Signature) | Oregon<br>(State) |
| asst Reg Dir<br>(Title) | By Curtis H Baker<br>(Signature) |
| Bureau of Outdoor Recreation<br>United States Department of<br>the Interior | Curtis H. Baker<br>(Name) |
| Date 12-3-74 | Recreation Staff Engineer<br>(Title) |

8092

December 2, 1974

Schrader Construction Co., Inc.
7912 S.E. Powell Blvd.
Portland, OR 97206

Gentlemen:

The Oregon Transportation Commission on November 25, 1974, accepted your proposal for grading and paving the Terwilliger Bikeway, Unit 4, Lewis & Clark Law School-Tryon Creek Park Section, Multnomah County, in the amount of $87,365 and referred it to the Administrator of Highways with authority to award the contract as soon as approval of the Bureau of Outdoor Recreation is received.

Approval has been received and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 8092.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 State Highway Building, Salem, Oregon 97310) for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is June 30, 1975.

Very truly yours,

C. W. Head
COMMISSION SERVICES

js
Enclosures

bc Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

| | | |
|---|---|---|
| C. T. Keasey | Vince Gallagher | Roy Pyle |
| Walt Hart | E. L. Hardt | Wm. Geibel (SAIF) |

**OREGON STATE**
**HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE November 18, 1974

TO Oregon ~~State Highway~~ Transportation Commission

E. S. Hunter for
FROM F. B. Klaboe
State Highway Engineer

SUBJECT Footpaths and Bicycle Trails
November 21 Bid Letting

Bids were taken November 21 on the following six projects. This is an informational report to document the Highway Division's actions taken in regard to establishing footpaths and bicycle trails on those projects as set forth in Oregon Laws 1971, Chapter 366.

1. M.P. 2.8 and M.P. 7.0 Slide
   FAS 609, Columbia County
   Grade and Pave Project

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved. (ER project to correct slide damage.)

2. Tygh Creek (Tygh Valley) Bridge
   FAS 311, Wasco County
   Grading and Structure Project

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved. (ER project to correct slide or high water damage.)

3. Pacific Highway East at
   Gloucester Street (Gladstone)
   Pacific Highway East, Clackamas County
   Signal Project

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

4. Lewis and Clark Law School-Tryon Creek Park Bikeway
S. W. Terwilliger Boulevard, Multnomah County
Grade and Pave Project

This project will provide an additional 1.3 miles of fully separated bikeway parallel to S. W. Terwilliger Boulevard.

5. Oregon Coast Highway at Hemlock Street (Waldport)
Oregon Coast Highway, Lincoln County
Signal Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

6. Cape Lookout State Park, Tillamook County
Utility Building Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

bc C. W. Head
George M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
L. E. George
Gary Sund
Jack Graham
Victor D. Wolfe
Jack Remington

WHW:jp ja

Wink

CRAG

**COLUMBIA REGION ASSOCIATION of GOVERNMENTS**

6400 S. W. CANYON COURT
PORTLAND, OREGON 97221

(503) 297-3726

CLACKAMAS COUNTY
Canby
Gladstone
Happy Valley
Lake Oswego
Milwaukie
Oregon City
Sandy
West Linn
Wilsonville

CLARK COUNTY
Camas
Vancouver
Washougal

COLUMBIA COUNTY
Clatskanie
Columbia City
Prescott
Rainier
Scappoose
St. Helens
Vernonia

MULTNOMAH COUNTY
Fairview
Gresham
Portland
Troutdale
Wood Village

WASHINGTON COUNTY
Beaverton
Cornelius
Durham
Forest Grove
Hillsboro
North Plains
Sherwood
Tigard
Tualatin

November 6, 1974

James McClure
Oregon State Highway Division
Oregon State Highway Building
Salem, Oregon 97310

SUBJECT: Tryon Creek Bike Trail

Gentlemen:

The above-described project application has been reviewed for compliance with the goals and policies of the Columbia Region Association of Governments, and for coordination with local agencies and jurisdictions. The project is a part of the CRAG Bikeway plan.

Having met the necessary requirements, the Columbia Region Association of Governments endorses the application and recommends approval by the proper federal funding agency.

Sincerely,

Larry Rice

Larry Rice
Executive Director

LR/caf

11-8-74
cc: G. L. Green, FHWA
F. B. Klaboe
V. D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
H. S. Cox
B. L. Gifford
D. E. Swan
M. J. Klotz
E. L. Hardt
W. D. Albright
R. E. Etherington, CRAG

copy to Carl Baker
Ben Gifford

11-8-74
cl

RECEIVED
STATE HWY ENGR
NOV 8 '74
REFER TO
FOR

RECEIVED
NOV 8 1974
LOCATION SECTION

NOTED
R. I. S[illegible]

BEN GIFFORD

Form 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

October 24, 1974

FILE: ~~ENV 2-2~~

Donald L. Trout

**FROM:** Donald L. Trout
Design Office Engineer

**TO:** MEMORANDUM TO THE FILES

**SUBJECT:** Environmental Requirements Review for November 21, 1974, Bid Letting

The following jobs tentatively scheduled for November 21, 1974, have been reviewed and the status is as follows:

| | | |
|---|---|---|
| 1. | Tygh Creek (Tygh Valley) Bridge Section | All Clear |
| 2. | M.P. 2.8 & M.P. 7.0 Slide Section | All Clear |
| 3. | Upper Fifteenmile Creek (Quarry) Bridge | All Clear |
| 4. | Pacific Hwy. East @ Gloucester St. (Gladstone) | All Clear |
| 5. | Birch Ave.-Crater Lake Highway | All Clear |
| 6. | Terwilliger Bikeway | All Clear |
| 7. | Oregon Coast Hwy. @ Hemlock (Waldport) | All Clear |

DLT:jh

NOTED
E. S. HUNTER

RECEIVED
OCT 24 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

1 Versteeg ✓
A. Olson
2 Torpin
Scott
Copy Swenson
R. Olson
Trout

RECEIVED
OCT 24 1974
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up / 
Other

Copy Hunter

8092

City of Portland

FORM 2-30 (REV. 10-60)

**OREGON STATE HIGHWAY DIVISION**

**INTER-DEPARTMENT CORRESPONDENCE**

P.O. Box 25087
October 11, 1974

SUBJECT: Special Provisions for Review
Terwilliger Bikeway, Unit 4
Multnomah County 826491

To: Don R. Adams
Regional Const. Engineer

Have reviewed the Special Provisions and they appear to be satisfactory as they are. Although there does appear to be a typographical error under section 403.31 part 2, the word screen is meant to be screed.

James W. Cochell
Resident Engineer

BY: Arthur G. Sasse

1 ✓
Scott
2 Swenson EW
R. Olson
Trout

ROAD
DESIGN
SECTION

Br
Other

SP*52476-794

for Class "C" asphalt concrete as set forth in the table in subsection 403.11 except that the asphalt cement content shall be not less than 6.5 percent.

403.12 Materials - Asphalt cement shall conform to the "1974 Specifications for Asphalt Materials" except that the tests for flash point will be the Cleveland open cup method in conformance to AASHO T 48.

403.31 General - The provisions of subsections 401.11, 401.12 and 401.32 will not be applicable.

Notwithstanding the last paragraph of subsection 401.38 and the last two paragraphs of subsection 401.39 of the Standard Specifications, the separation of aggregates into separate stockpiles will not be required.

In lieu of the requirements for bituminous pavers as set forth in subsection 401.35, the contractor will be permitted to place the mixture with a towed-type paving machine provided the machine meets the following requirements:

1. The machine is equipped with a receiving and distribution system of a sufficient capacity for a uniform spreading operation without segregation of materials.

screed

2. The machine is equipped with a screen which will produce a finished surface of the specified thickness and smoothness and will not tear or gouge the mixture.

The specified percent of relative maximum density as called for in subsection 401.44 will not be required. Compacting shall be performed with a steel-wheeled roller conforming, in general, with subsection 401.36 and shall continue until roller wheel marks are no longer discernible.

## SECTION 603 - CULVERTS, SIPHONS, SEWERS AND IRRIGATION PIPE

Culvert pipe shall be furnished and installed in conformance with the pipe data shown on the plans and Section 603 of the Standard Specifications.

## SECTION 605 - UNDERDRAINS

Underdrains shall be constructed in conformance with the pipe data shown on the plans and Section 605 of the Standard Specifications.

**OREGON STATE**
**HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE October 11, 1974

Transportation
TO Oregon ~~State Highway~~ Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Finance Approval**
**Tryon Creek Park Bikeway**
**City of Portland**
**Multnomah County**

7925— On April 17, 1973, approval was granted for financing the Duniway Park-Tryon Creek State Park (Portland) Bikeway, S.W. Terwilliger Boulevard. A survey has been completed to extend this bikeway into Tryon Creek State Park from the northerly park boundary to the Nature Center site, approximately 1.0 mile.

copy in par 5-1-4 JP.

Bureau of Outdoor Recreation funds are anticipated for 50 percent of the construction cost with our share coming from State Construction funds. The total estimated cost is $104,000 (BOR, $52,000--State share $52,000).

I recommend this bikeway project and request your authorization to match the BOR funds in an amount of $52,000 to be furnished from our current State Construction Program.

This matter will be on the agenda for your consideration at the October 30 meeting.

bc: George M. Baldwin
C. W. Head
A. E. Johnson
E. S. Hunter
L. W. Rulien
David G. Talbot
H. S. Cox
J. B. Boyd
J. H. Versteeg
V. E. Skoog
Gary Sund
Jack Graham
Ed Hardt

BLG:js srb

Form 81-734-[illegible]

# OREGON STATE HIGHWAY DIVISION

**FILE:**

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
September 6, 1974

**FROM:**

**SUBJECT:** Bikeway Program
Status of Funds

**TO:** Mr. Victor D. Wolfe
Location Engineer

NOTED
E. S. HUNTER

In an attempt to develop a realistic picture of bikeway program financing, I have prepared a summary of projects based on planned and questionable lettings prior to July 1, 1975. The following summary represents my best guess of the program status to date:

| | | |
|---|---|---|
| Estimated Bikeway Funds ... ... ... ...<br>(Available 1971-75 Bienniums) | | $ 8,420,000 |
| Projects complete or under contract to August 30, 1974 ... ... | $ 5,355,910 | |
| Operational costs to August 30, 1974 ... ... | 965,000 | |
| Total Funds Obligated ... ... ... ... | | 6,320,910 |
| Funds to be obligated prior to July 1, 1975 .. | | $ 2,099,090 |

Bikeway projects on schedule or in location stage - planned letting prior to July 1, 1975

| | | |
|---|---|---|
| 1. | Bellevue St SE-Mission St SE (Salem) ...<br>FAU 3074 and 5051<br>Marion County | $ 70,000 |
| 2. | Elk River-Port Orford ... ... ... ...<br>Oregon Coast Highway<br>Curry County | 2,000 |
| 3. | Forest Grove (Bikeway Paving)... ... ...<br>Tualatin Valley Highway<br>Washington County | 50,000 |

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SEP 9 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

| | | |
|---|---|---|
| 4. | Lewis & Clark Law School-Tryon Cr Park<br>SW Terwilliger Boulevard (Bikeway)<br>Multnomah County | $ 125,000 |
| 5. | Jacksonville-Medford Bikeway<br>Jacksonville Highway<br>Jackson County | 150,000 |
| 6. | Cherry Heights-Wrights Street<br>City Street (Sidewalk)<br>Wasco County | 16,000 |
| 7. | Raleigh Hills-Progress<br>Scholls Highway (Bikeway)<br>Washington County | 500,000 |
| 8. | Hermiston-Hat Rock<br>Hermiston Highway<br>Umatilla County | 280,000 |
| 9. | River Road (Cottage Grove)*<br>Willamette River Bikeway<br>Lane County | 64,000<br>(64,000 BOR) |
| | Subtotal | $ 1,257,000 |
| | Projected operational costs to June 29, 1974 (10 mos @ $35,000/mo) | 350,000 |
| | Total | $ 1,607,000 |

Funds underprogramed based on planned lettings ... ... $ 492,090

*Location complete pending decision on City sewer project in same corridor.

Bikeway projects on schedule or in location stage -
questionable letting prior to July 1, 1975

| | | |
|---|---|---|
| 1. | SE Bush Street-SE Foster Road<br>East Portland Freeway<br>Multnomah County | $ 150,000 |

| | | |
|---|---|---|
| 2. | Austin Road Interchange<br>Sunset Highway<br>Washington County | $ 75,000 |
| 3. | S Tigard Intchge-Boones Ferry Road<br>Kruse Way (FAS 943)<br>Clackamas County | 80,000 |
| 4. | Barbur Boulevard-Lewis & Clark College<br>SW Terwilliger Boulevard (Unit 2)<br>Multnomah County | 75,000 |
| 5. | Beaverton-Tigard Hwy to Durham Road<br>Beaverton-Tualatin Hwy (Hall Blvd)<br>Washington County | 217,000 |
| 6. | Mary S. Young Park-Bolton School<br>Oswego Highway<br>Clackamas County | 126,000 |
| 7. | Janzen Beach Interchange<br>Pacific Highway East<br>Multnomah County | 300,000 |
| 8. | 19th St (Philomath)-35th St (Corvallis)<br>Corvallis-Newport Highway<br>Benton County | 200,000 |
| | Total | $ 1,223,000 |

Funds overprogramed based on questionable projects ... ... $ 730,910

James D. McClure
Bicycle Route Engineer

JDM:jp
cc E.S. Hunter

**LEE JOHNSON**
ATTORNEY GENERAL

**JAMES W. DURHAM**
DEPUTY ATTORNEY GENERAL

**DEPARTMENT OF JUSTICE**
TRIAL DIVISION
106 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

September 13, 1974

Mr. Glenn H. Gregg
Vice President
Lewis & Clark College
0615 S. W. Palatine Hi Road
Portland, Oregon 97219

NOTED
E. S. HUNTER

Re: Easement to State Highway Division for Bicycle Path

Dear Mr. Gregg

Pursuant to our conversation on September 11, 1974, this is to advise you that I do not feel there is any way that the college would be responsible for any injuries sustained on the bicycle path by virtue of the fact that the college has given an easement to the State Highway Division for the construction of a bicycle path through some of the college campus area.

By executing an easement to the State for use as a bicycle path, the college has authorized the State to make such a public use of the property and the Department of Transportation by statute is charged with the responsibility of operating and maintaining the State Highway System parks and recreation areas and bicycle paths and trails, and therefore, any injuries that might be occasioned by defects in the bicycle path would be the responsibility of the State.

The State can be sued for negligent acts of its personnel under the provisions of ORS 30.260 through 30.300.

If you need any further information regarding this particular problem, please do not hesitate to contact me.

RECEIVED
SEP 16 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Sincerely

Jack L. Sollis
Assistant Attorney General

cc Wolfe
9-25-74

bas
cc: Ed Hunter
J. B. Boyd

**OREGON STATE**
**HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 10, 1974

TO Executive Department
Federal Aid Coordination Unit

Columbia Region Assn. of Govt.
6400 S.W. Canyon Court
Portland, OR 97221

FROM G. N. Hopkins
Project Development Engineer

SUBJECT Notice of Intent for BOR & State Funds
State Admin. Dist. No. 2
Tryon Creek Park Bike Trail
City of Portland
Multnomah County

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intents for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal-aid funds on this project to be October 15, 1974.

Attachment

BLG:pr

cc: G. L. Green, FHWA
E. S. Hunter
R. L. Schroeder
V. D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
H. S. Cox
B. L. Gifford
D. E. Swan
M. J. Klotz
E. L. Hardt
W. D. Albright
R. E. Etherington, CRAG

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

| | | | |
|---|---|---|---|
| For Internal Use Only | 1-8] PNRS # | 9] CARD TYPE: | Page One |

02 12] APPLICANT [45 — Oregon State Highway Division
46] DIVISION [79 — Department of Transportation

03 12] APPLICANT ADDRESS STREET [45 — State Highway Building
46] CITY [60 — Salem
76] ZIP [80 — 97310

04 12] CONTACT PERSON [45 — James D. McClure
46] AREA CODE [48 — 503
49] PHONE [55 — 378-6883
56] EXTENSION [59

01 12] PROJECT TITLE [71 — Tryon Creek Park Bike Trail (OP 927) Dist. 2

11 12] PROJECT LOCATION CITY [45 — Portland
46] PROJECT LOCATION COUNTY [79 — Multnomah

12] SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY)

05 12] Construct about 1 mile of bike trail from the intersection of SW Terwilliger [71

06 12] Blvd. and Boones Ferry Road to the nature center site in Tryon Creek State [71

07 12] Park. The trail is part of the Terwilliger Bike Trail. The northerly portion [71

08 12] of the trail is across the campus of Lewis & Clark Law School, on a permanent [71

09 12] easement. [71

10 12] [71

12

| FEDERAL FUNDS | | NON-FEDERAL MATCHING FUNDS | | OTHER | TOTAL |
|---|---|---|---|---|---|
| 12] (A) Grant [19 | 20] (B) Other [27 | 28] (C) State [35 | 36] (D) Local [43 | 44] (E) FUNDS [51 | 52] (F) FUNDS [60 |
| 52,000 | - | 52,000 | - | - | 104,000 |

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45
46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE [71 — Land and Water Conservation Fund

15 12] FEDERAL AGENCY NAME [45 — Department of the Interior
46] FEDERAL SUB-AGENCY NAME [79 — Bureau of Outdoor Recreation

17

**(A) TYPE OF APPLICANT:** (Check (×) the single most applicable box)

STATE ☒ 12 INTER-STATE ☐ 13 COUNTY ☐ 14 CITY ☐ 15 SCHOOL DISTRICT ☐ 16 SPECIAL DISTRICT ☐ 17 COMMUNITY ACTION ☐ 18 SPONSORED ORGANIZATION ☐ 19 OTHER ☐ 20

**(B) TYPE OF ACTION:** (Check (×) as many boxes as apply to this action)

NEW GRANT ☒ 21 CONT. GRANT ☐ 22 SUPPL'T GRANT ☐ 23 INCREASE DURATION ☐ 24 DECREASE DURATION ☐ 25 CANCELLATION ☐ 26 INCREASE DOLLARS ☐ 27 DECREASE DOLLARS ☐ 28

**(C) IS THERE A COMPREHENSIVE PLAN?**

STATE Yes ☒ 29 No ☐ 30 REGIONAL Yes ☒ 31 No ☐ 32 LOCAL Yes ☒ 33 No ☐ 34

(See IV, Page 2)

**(D) REVIEW REQUIRED by A-95** Yes ☒ 35 No ☐ 36

**(E) ENVIRONMENTAL IMPACT** Yes ☒ 37 No ☐ 38

**(F) HOUSING RELOCATION REQUIRED** Yes ☐ 39 No ☒ 40

**(G) ESTIMATED APPLICATION FILING DATE:** 41] MONTH [42 October 43] DAY [44 15 45] YEAR [46 1974

# ADDITIONAL INFORMATION — ALL APPLICANTS

FEDERAL CATALOG NUMBER (OR PUBLIC LAW NO. AND TITLE) 15.400

HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? No ☐ Yes ☒ Date: August 9, 1974

HAS FUNDING AGENCY BEEN NOTIFIED? No ☒ Yes ☐ Date:

IF PROJECT INCLUDES STATE FUNDS (12C), IDENTIFY AGENCY Highway Division (Bike Trail Funds)

LIST PERTINENT PLANNING DOCUMENTS OR PROJECT STUDIES (See 17C) SCORP, CRAG & Portland Bike Trail

EXPLAIN DEVIATIONS (IF ANY) FROM PERTINENT PLAN None

(a) Federal Congressional District(s) Number(s) 1
(b) State Representative District(s) Number(s) 10
(c) State Senatorial District(s) Number(s) 6

## STATE AGENCIES ONLY

(a) IS PROGRAM BUDGETED ☒ NON-BUDGETED ☐

(b) STATE SHARE

| GENERAL FUND CASH | OTHER FUND CASH | IN KIND |
|---|---|---|
| $ | $ 52,000 | $ |

(c) FUNDING METHOD

| | FEDERAL SHARE % | FEDERAL SHARE $ | STATE SHARE % | STATE SHARE $ | TOTAL % | TOTAL $ |
|---|---|---|---|---|---|---|
| First Year | 50 | 52,000 | 50 | 52,000 | 100 | 104,000 |
| Second Year | | | | | | |
| Third Year | | | | | | |

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☒ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ X

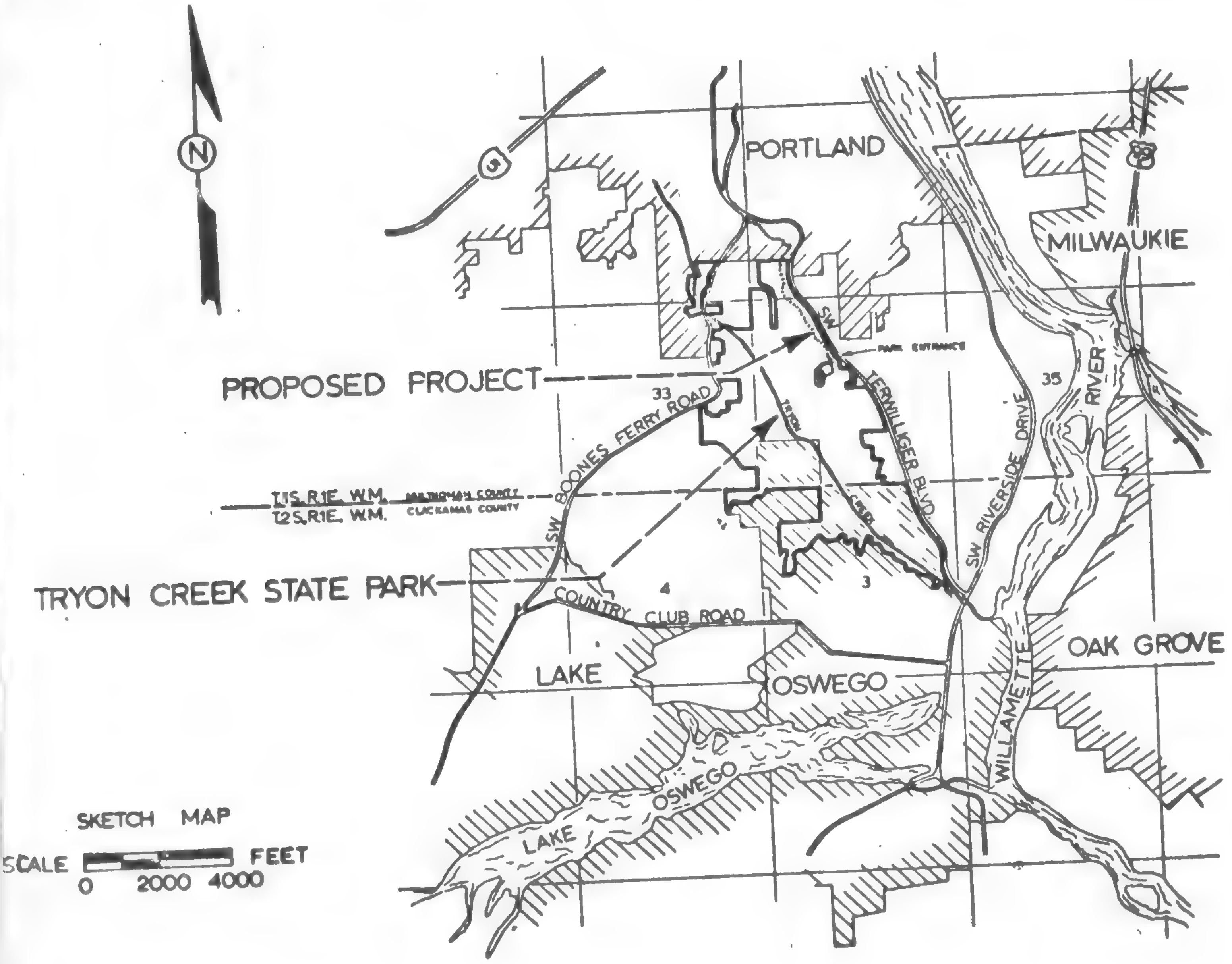
## REMARKS

STATE OF OREGON

# STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

# GRADING AND PAVING
## TERWILLIGER BIKEWAY, UNIT 4
## LEWIS & CLARK LAW SCHOOL-TRYON CREEK PARK SEC.
MULTNOMAH COUNTY
OCTOBER 1974



8092

Salem, Oregon
August 23, 1974

J. E. Versteeg
Road Design Engineer

J. B. BOYD
Right of Way Engineer
BUILDING

48327-Lewis & Clark College
Lewis & Clark College Section
Terwilliger Bikeway
Multnomah County

Attached is a description, an authorization and Right of Way prints covering an easement for a bikeway through the Lewis and Clark College Law School property, together with a copy of the field narrative report which contains pertinent information about the project.

It is our understanding that this project is to be scheduled for the October letting.

By:

Floyd O. Scott
Right of Way Description Engineer

CC: Mr. Warren Gaskill
w/print 1R-4-561
& Field data

FOS:rh

Attach.

1 Versteeg ✓
A. Olson
2 Turpin 1
Scott
Swenson
R. Olson
Trout

RECEIVED
AUG 26 1974
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up /
Other

Warren Wlenes.
7-31-74

FORM 81-734-3080

**OREGON STATE HIGHWAY DIVISION**
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
July 31, 1974

FILE:

FROM:

SUBJECT: Terwilliger Boulevard Bikeway
Unit 4
Lewis & Clark Law School-
Tryon Park
Multnomah County

826- 1491-909

TO: Mr. David G. Talbot
State Parks Superintendent

Transmitted are the following data on a section of the subject bikeway from the intersection of SW Boones Ferry Road to the north boundary of Tryon Creek State Park:

| | | | |
|---|---|---|---|
| | Scott | 1 Roll | ~~Mylar~~ Plan PrinT |
| | | ~~1 Roll~~ | ~~Location Profile~~, henskin |
| | | ~~1 Roll~~ | ~~Location Cross-sections~~, henskin |
| Returned to Parks 8-23-74 | Scott | 1 Envelope | Coordinates and grades |
| | Scott | 1 Envelope | Deeds, Tax Lots and Notes |
| | Copy | ~~1 Folder~~ | ~~Estimates~~, Reports, ~~Quantity Summary~~ |

File 48327 to R/W 8-23-74

The section through the Law School will require a permanent easement which Lewis & Clark has verbally agreed to grant.

I understand this unit is to be contracted in conjunction with the portion in the park which is presently being worked up by your staff. A September letting is desirable to allow construction activities to begin this fall.

**NOTED**
**FLOYD O. SCOTT**
Rec'd 8-14-74

Victor D. Wolfe
Victor D. Wolfe
Location Engineer

WHW:jp
Attachments
cc E.S. Hunter

# NARRATIVE REPORT

## TERWILLIGER BIKEWAY UNIT 4
## LEWIS & CLARK LAW SCHOOL-TRYON PARK SECTION
## TERWILLIGER BIKEWAY

CITY OF PORTLAND MULTNOMAH COUNTY

Prefix 826-1491
July 1974

File 48327

**TERMINI:** This survey unit contemplates the construction of a two-way bicycle-footpath through the Lewis & Clark College Law School campus. Commencing at the campus westerly boundary, at the intersection of Terwilliger Blvd. and Boones Ferry Road and proceeding in a southeasterly direction approximately 2,100 feet to the northerly edge of Tryon Creek State Park.

The survey work has been performed in close liaison with Lewis & Clark College and its architects. This location survey has been performed utilizing state design standards as close as possible. This is a Class I Bikeway(free alignment) throughout the unit.

The field cost estimate for this project with no right of way costs projected is $60,000 at $150,000 per mile.

Lewis & Clark College has made verbal agreement to donate a 20 foot permanent easement and temporary construction and slope easements for the construction and maintenance of a two-way bikeway through their campus.

**ALIGNMENT CONTROLS:** Lewis & Clark College desires minimum tree removal as this is a scenic area with dense tree and brush cover throughout. The college would also prefer that the "L" line, as shown, not be moved northerly from its present location as they propose additional structures at this site.

Coordinates are based from "Lambert Grid" coordinates found on Multnomah County tax lot maps for "T" Line, Station 38+86.83PC. Bearings were adjusted to approximate coordinates on Station "T" 65+04.30PT as found on the same tax lot map.

The "P" line as staked indicated a 0.40 foot error when matching Multnomah County coordinates. Since the error was so small, it was ignored.

Normal ℄ desc

The "L" line is shown with tangent lengths (TL) from PT to PC for each curve and should be used in describing centerline for right of way.

The beginning of this bikeway is the island shown at Station 9+00, the bikeway north of this point will be shown as Unit II.

The "L" line at approximate Stations 25 to 29 follows a well defined bench which is not adequately shown by the contour intervals. Deviation from this bench is not recommended.

The shortest radius curve is a 35 foot and the maximum grade is 6%. For design purposes 20 MPH was assumed.

The "A" line, located at the southerly terminus is primarily an access road for construction and another entrance to the bikeway from Terwilliger Blvd. Quantities for this connection are not included in the cost estimate.

A grade and alignment control is placed at Station"L" 23+89 to minimize damage to a 36" fir tree located to the left of this station. The 29" fir to the right of this station should be removed.

The Parks Division is preparing an extension of this bikeway south from "P" line Station 21+00. The "L" PI matches at this point. Grades are computed to the PT of this curve.

This bikeway unit should be added to the Parks Division plan for contracting.

TYPICAL SECTION: The typical section as shown was received from the Parks Division as the section they are using through Tryon State Park. Class "D" asphaltic concrete is specified because local bicyclists claim Class "C" is too rough. A paving machine is recommended to provide a smooth surface. It appears that the Parks typical section is inadequate to support a paving machine in areas of soft subgrade and a revised base design should be studied by the Soils Section to see if lime treatment or another base design may be feasible.

The high fills at the creek crossings have been widened four feet on the inside and two feet on the outside curve to take care of curve widening on sharp radius curves and also to eliminate the need for metal handrails or other protective devices that would not fit the controls of the bikeway and would detract from the scenic values.

Hand placed rock facing may have to be placed on cutbanks or fill sections at the discretion of the engineer and the architect of Lewis & Clark College.

Cross-sections are picked from field contours.

**DRAINAGE:** Drainage calculations have not been made, but bikeway culvert pipe sizes are recommended from field observations. Trash racks for these pipes are not recommended. At and around "L" Stations 13+50 to 14+85, there are some wet areas and/or springs and a six inch perforated pipe is planned to alleviate this problem.

**RIGHT OF WAY:** The 1/4 section witness corner between Sections 27 and 28, T1S, R1E, WM, has been found and tied with Multnomah County field notes being submitted showing the true 1/4 corner. The true 1/4 corner falls under a house.

The southerly boundry of the Lewis & Clark College property has not been found and line shown on map is drawn from scaled measurements from Multnomah County tax lot maps.

A 20 foot permanent easement will be required with 10 foot on either side and the remainder of the slopes constructed on temporary easements.

**SPECIFICATIONS:** Standard Specifications have been utilized, except as follows:

Section 201 - Clearing Clearing and grubbing are to follow the cut and fill lines with minimal disturbance beyond these limits. Selective tree cutting is necessary with the tree stumps to be ground down to six inches below grade in place. Some trees have branches overhanging the bikeways and these branches must be removed higher than the standard of 9.5 feet. This height to be variable depending on the contractors equipment. Since this contract shall have to be constructed linearly, the contractor shall be allowed to place three or four "T" shaped back up places and/or passing places on or adjacent to the centerline.

Section 203 Embankment in Place The contractor shall provide 4,000 cubic yards of borrow material. Because of the large quantity of embankment required, equipment rental time has not been calculated. Small trucks and equipment is recommended and contractor bid prices should reflect this restriction.

Section 403 Asphalt Concrete Class "D" asphaltic concrete and a paving machine is recommended to provide a smooth top surface.

Section 681 Bark Mulch Bark mulch shall be placed on all cut and fill banks as directed by the engineer.

| | |
|---|---|
| **EXTRA WORK:** | Lime treated subgrade shall be placed as directed by the engineer. Hand placed rock slopes shall be placed as required. |
| **ALTERNATES:** | An alternate bikeway up the right side of Terwilliger Blvd. was studied and abandoned because of limited clearances and retaining walls required. This alternate was estimated to cost $120,000. |
| **ENVIRONMENT:** | An Environmental Impact Statement has not been made. Since the land is primarily private, it is believed an EIS is not required. |

**OREGON STATE**
**HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

July 10, 1974

Mr. Jerry M. Powell, Coordinator
Bicycle Facilities Program
City of Portland
424 SW Main Street
Portland, OR 97204

copy in
CON 8-4

NOTED
E. S. HUNTER

Dear Mr. Powell:

This is in reference to the June 17 letter to Don Stathos recommending the type of bikeway construction for Phase 2 of the Terwilliger Boulevard Bikeway. The Highway Division does not object to your suggested changes if it still results in a safe bikeway facility for use by all age groups.

The Highway Division has been working with the City of Portland to develop an adequate bikeway design along the very difficult section of the city street. We are as concerned as you in developing a safe and feasible facility. Your Class III proposal could tie into the Class III facility which we have planned south of SW Taylors Ferry Road. The economics of placing Class III bike lanes in this area may or may not be feasible.

If the Advisory Committee on Bicycles is to make an intelligent assessment of the various alternates, I would suggest that the City prepare a workable plan comparing the alternate bikeway designs along with cost estimates. I would be very willing to work with your Committee and the City engineering staff to develop a workable solution for this section of bikeway.

Very truly yours,

Victor D. Wolfe
Location Engineer

By

James D. McClure
Bicycle Route Engineer

RECEIVED
JUL 11 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

JDM:jp
cc Don Stathos
E.S. Hunter
E.L. Hardt
Robert Ewen

THE CITY OF
**PORTLAND**
**OREGON**

BUREAU OF PLANNING

ERNEST R. BONNER
DIRECTOR

424 S.W. MAIN STREET
PORTLAND, OR. 97204

PLANNING
503 248-4253

ZONING
503 248-4250

June 17, 1974

Don Stathos, Chairman
State of Oregon Bicycle Advisory Committee
1005 E. Main
Medford, Oregon 97501

Dear Don:

The Portland Citizens Bicycle Advisory Committee is aware of the State's preference for development of the Terwilliger Bikeway as a Class I Bicycle/Pedestrian Trail. Generally the Portland CBAC concurs with this preference. However, in the case of the proposed Phase 2 of this bikeway project, we recommend that a combination of bikeway designs be used.

Specifically, we recommend the following:

1. That the bikeway be Class I design from the Terwilliger Bridge (I-5 overcrossing) to the existing pedestrian crosswalk near S.W. Troy Street.
2. That the bikeway be generally Class III design with curbs or barriers as appropriate for safety from that crosswalk south to the south city limits.
3. Separation, in the form of curbs or fencing should delineate the bikeway where it is potentially subject to uncontrolled cross access at parking lots (especially the Northeast and Southeast corners of Taylors Ferry Road and Terwilliger Boulevard).
4. Skip-line and solid-line lane markings should be used to delineate the bikeway crossing intersection streets and driveways, respectively.

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LOCATION
SECTION

5. The bikeway lanes should be aligned so that the outside edge of the bikeway pavement is at the proposed curb-line, as drawn by the City of Portland in its preliminary design for that portion of Terwilliger Blvd. This would place the bikeway wholly between the curb-lines of the proposed street improvements, and would not affect future drainage or sidewalk improvements. The strip of gravel and ditch remaining between the bikeway and the motor vehicle lanes could remain as is.

6. Specify a finer aggregate asphalt concrete than the Class "C" highway mix you've specified on the Phase I portion -- it's too rough.

If you, your committee, or staff have any questions in this matter; or should you want to discuss this project further, please contact Mr. Jerald M. Powell, Planner/Coordinator for the Portland Bicycle Facilities Program at (502) 248-4517.

Yours truly,

Sandy Jernstedt
Hans Kaplick, co-chairpersons,
Citizens Bicycle Advisory Committee

cc: Jim McClure, Location Section
Oregon State Highway Division

Robert Wwen, Metropolitan District LOcation Engineer
OSHD

JMP:es

**OREGON STATE**
**HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 14, 1973

Mr. James L. Apperson
City Engineer
City of Portland
Department of Public Works
1220 SW Fifth Avenue
Portland, Oregon 97204

NOTED
E. S. HUNTER

Dear Mr. Apperson:

This is to acknowledge your October 23 letter confirming the City's position regarding our plans to develop the second stage of the Terwilliger Boulevard Bikeway which utilizes the existing 5-foot sidewalk on the Burlingame Viaduct structure.

Appropriate signing is to be developed requiring cyclists to walk their bicycles across the bridge. A copy of this proposed signing will be sent to you for your evaluation.

Thank you for your prompt action.

Very truly yours,

Victor D. Wolfe
Location Engineer

By

James D. McClure
Bicycle Route Engineer

JDM:jp
cc: E.S. Hunter
L.W. Rulien
L.E. George

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NOV 15 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS
LOYD E. ANDERSON
COMMISSIONER

OFFICE OF
CITY ENGINEER
AMES L. APPERSON, P.E.
CITY ENGINEER

1220 S.W. FIFTH AVE.
PORTLAND, OR. 97204

October 23, 1973

Fred Klaboe
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Attention: James D. McClure, Bicycle Route Engineer

Dear Sir:

This letter is to confirm the City's position concerning the approach to be taken in designing bicycle facilities for the section of S.W. Terwilliger Boulevard from just north of Barbur Boulevard south to approximately S.W. Fourth Avenue. This section includes the Burlingame Viaduct which has a narrow (5') board sidewalk on one side.

After talking with Mr. McClure and discussing the available alternates, it seems the best interim solution would be to utilize the existing sidewalk as it exists and provide signing to require cyclists to walk their bicycles across the bridge. However, we also feel that the situation should be subject to re-evaluation in not more than five years by both the State and City to determine if the usage at that time justifies a more extensive treatment of the situation.

Very truly yours,

James L Apperson

JAMES L. APPERSON
City Engineer

DLC:jr

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OCT 25 1973
LOCATION
SECTION

FORM 2-50 (REV. 10-69)

**OREGON STATE HIGHWAY DIVISION**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 4, 1973

SUBJECT: Terwilliger Boulevard Bikeway
SW Barbur Boulevard/Tryon
Creek State Park Section
City of Portland

To: MEMO TO FILES

On the afternoon of May 1, I cycled with Glenn Gregg, Vice President of Lewis & Clark College, over the proposed bikeway route from the Lewis & Clark College/Tryon Creek State Park area to the south end of the Terwilliger Boulevard structure, the second phase of the subject bikeway.

The first area we traveled was through the Lewis & Clark College Law School parking lot to consider it for possible use as a section of the bikeway. At a previous meeting, Mr. Glenn suggested that this location could be used for the bikeway and that the college would have no objections; in fact, they would encourage its use and consider the possibility of providing picnic benches, etc., at the south end of the parking lot. I believe this location would be acceptable and we should consider this alternate as it would avoid the intersection of Terwilliger Boulevard near the Law School. From the south end of the parking lot the bikeway would be fully separated from the highway, go through a very densely wooded area, and provide an easy connection back to Terwilliger Boulevard towards the south.

We then rode north along Terwilliger Boulevard from the Law School area. The following are possible problems that we noted along the route.

1. We should plan and coordinate the crossings through the newly constructed island area at the south intersection of SW Boones Ferry Road and Terwilliger Boulevard. As this construction project is in its final stages, our bikeway plans should be developed to fit the final design of this intersection. The City is considering the possibility of placing Astro turf in these islands.

NOTED
E. S. HUNTER

NOTED
E. S. HUNTER

cc Versteeg

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MAY 7 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

2. The north intersection of SW Boones Ferry Road and Terwilliger Boulevard, as it presently exists, will create a problem because of the very limited sight distance to the south. Possibly this intersection could be realigned to a connection closer to 90 degrees that would allow a safer bikeway crossing.

3. We should explore the possibility of using the undeveloped land north of this intersection to construct a fully separated bikeway for a distance of approximately 200 to 300 feet. This property may be in public ownership.

4. We discussed driveway and mail box problems along this section of Terwilliger Boulevard. Mr. Gregg suggested that if the bikeway were constructed with an 8-foot width, the postman could drive on the bikeway surfacing as it would certainly be wide enough for most postal vehicles. We should look into this.

5. Along Terwilliger Boulevard there is approximately 1,000 feet of 8 percent grade north of SW Boones Ferry Road. In this area we must consider the maximum width for the bikeway as bikes on the down grade will be traveling at speeds of a least 30 mph while bikes going up the grade will be moving very slowly. (It was quite a difficult grade for me.) As this bikeway is planned for a two-way facility, the slow, weaving, uphill moving cyclist, coupled with the fast traveling, downhill moving cyclist, may create a hazardous situation. Possibly we should consider one-way bikeways on each side of the roadway through this area.

6. The intersection of SW Taylors Ferry Road appears to be workable with the present signalization and channelization.

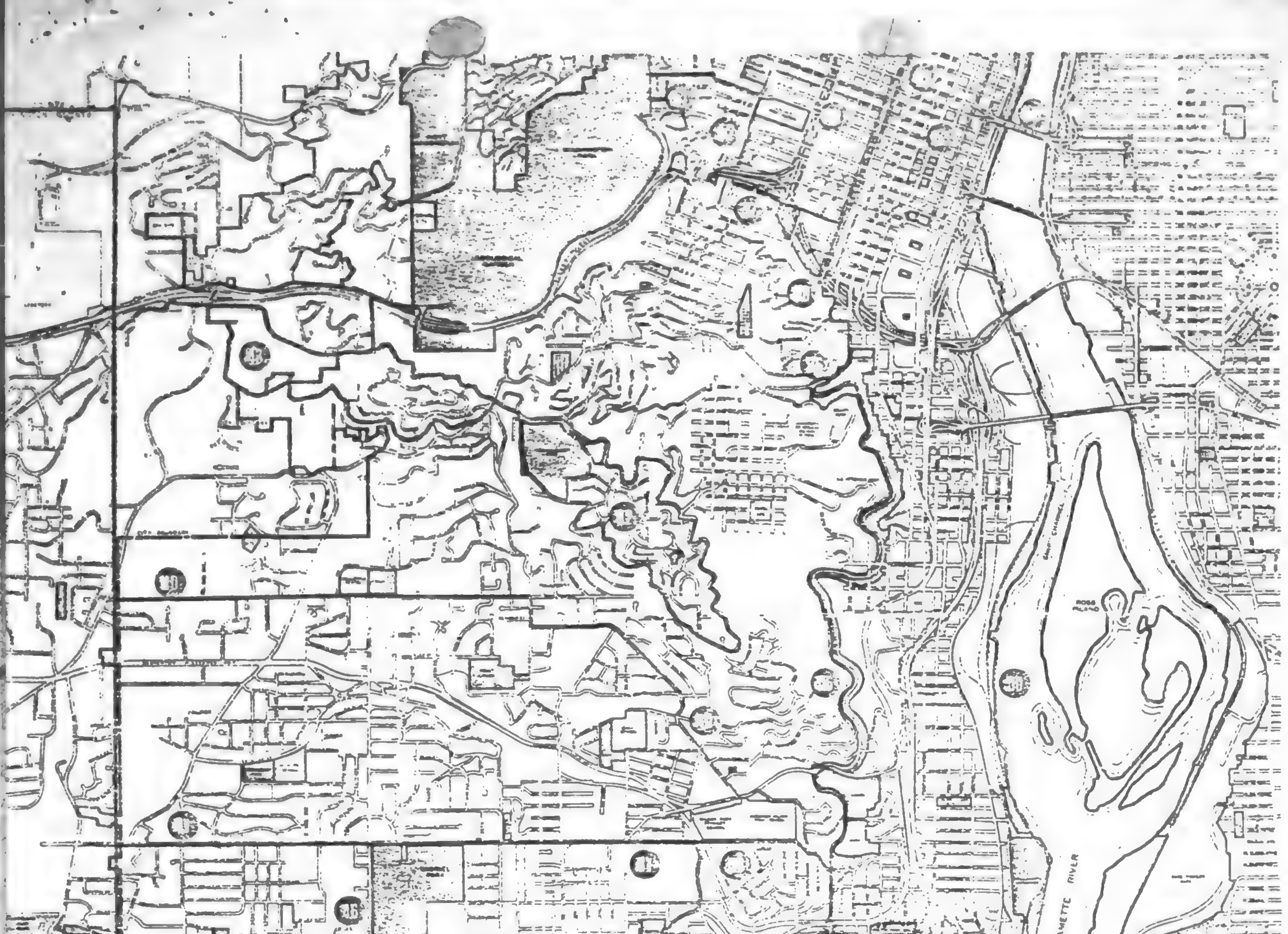
7. The skewed intersection of SW Troy Street and Terwilliger Boulevard may present some crossing problems. However, this is a side street with very low traffic volumes.

8. In the area between SW Troy Street and the Terwilliger structure, it may be possible to utilize the narrow sidewalk that exists along SW Terwilliger. Mr. Gregg thought that the use of this walk, crossing the ramp to the island, and utilizing the old sidewalk on the structure would be an acceptable solution.

Cycling along this proposed bikeway was very enlightening as I was able to observe many of the problems that cyclists would face along this route. I would not have noticed many of these problems if I had been in an automobile.

James D. McClure
Bicycle Route Engineer

JDM:jp
cc: E.S. Hunter
L.W. Rulien



Terwilleger Blvd. Bikeway
2nd Unit SW. Barbur to
[illegible]

7925.

FORM E-30 (REV. 10-60)

**OREGON STATE HIGHWAY DIVISION**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 5, 1973

**SUBJECT:** Terwilliger Boulevard Bikeway
Multnomah County

**To:** MEMO TO FILES

Mr. Glen Gregg, President of Lewis & Clark College, and I have arranged a meeting with various city and county officials to discuss proposed plans for establishing a bikeway along Terwilliger Boulevard in the area of the college and Tryon Creek State Park. Mr. Gregg has arranged for a conference to be held Friday, April 20 at 11:00 am in the Gray Room of the Templeton College Center at Lewis & Cark. The following persons will be attending the meeting:

Mr. Gregg, Lewis & Clark College
Mr. Nordlander and Mr. Baldwin, Multnomah Co.
Mr. Connady, City of Portland
Mr. Christianson, City Parks Department
Mr. McClure, OSHD

I contacted Mr. Rulien and he indicated he would be available and will attend. Representatives from our Parks and City-County Sections should be in attendance at this meeting.

James McClure
James D. McClure
Bicycle Route Engineer

**NOTED**
**E. S. HUNTER**

JDM:jp
cc: L.W. Rulien
V.D. Wolfe
D.N. Harwell
D.G. Talbot
E.S. Hunter

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APR 9 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

SP*82470-734

FORM E-50 (REV. 10-60)

**OREGON STATE HIGHWAY DIVISION**
INTER-DEPARTMENT CORRESPONDENCE

March ~~21~~ 22, 1973
Salem, Oregon

**SUBJECT:** Tryon Park Bikeway

**To:** Mr. E. S. Hunter
Assistant State Highway Engineer

BUILDING

You will recall that we were going to construct approximately one mile of bikeway in Tryon Park with State funds.

Vern Skoog indicates that there is no way State Construction Funds can be expended within State Parks - any bikeway construction in parks has to be charged against the Parks budget.

Parks have expended their funds so I have no alternative but to remove Tryon Park Bikeway from the schedule. This I will do unless I hear differently from you.

E. S. HUNTER

Vic
Victor D. Wolfe
Location Engineer

VDW:jf

cc: F. B. Klaboe
A. E. Johnson
Dave Talbot
L. H. Young
Jim McClure

March 22, 1973

Vern Skoog called me this morning and indicated that State Construction Funds could be used for this construction if approved by the Highway Commission.

VDW

8093 Cape Lookout State Park 1974
10 mi. SW of Tillamook
(Utility building)

8093

p

October 22, 1975

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On October 20, 1975, we wrote to you concerning release of final payment on Contract No. 8093 awarded to Donald W. Thompson, Inc. for work in Cape Lookout State Park in Tillamook County.

Final payment on this contract is $500 and the total contract amount is $102,573.02 including $1,105.82 for work performed under force account.

Very truly yours,

C. W. Mead
COMMISSION SERVICES

FW

cc: Donald W. Thompson, Inc.
3421 Stanton Street
North Bend, OR 97459

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

8093

R

FORM [illegible]

OREGON STATE HIGHWAY DIVIS[illegible]

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Cape Lookout State Par[illegible]

WEEK ENDING: June 14, 1975

SECTION PREFIX: 29-3341

HIGHWAY: - -

COUNTY: Tillamook

NAME OF JOB: Cape Lookout State Park

KIND OF WORK: Utility Building

CONTRACTOR: Donald W. Thompson

CONTRACT NUMBER: 8093

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: November 29, 1974

DATE WORK STARTED: December 16, 1974

ESTIMATED COMPLETION DATE: May 28, 1975

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: June 14, 1975

PERCENT OF TIME ELAPSED: 92

PROJECT AUTHORIZATION: $113,667.98

EXCLUSIVE OF ENGINEERING: $104,654.66

ENGINEERING AUTHORIZATION: $9,013.32

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $103,180.28

ENGINEERING COST TO DATE: $9,388.39

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: [redacted] UNDERRUN . . . . . . . . 0.97 %

PERCENT OF AUTHORIZATION . . . . . 104 %

DATE PROJECT WAS COMPLETED: May 28, 1975

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | Utility Building |
|---|---|---|---|---|---|---|
| 100 | 100 | 100 | 100 | 100 |  | 99.9 |

|  | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | 0.08 | 0.08 |  |  | 0.08 |
| MILES PARTIALLY COMPLETED | 0.08 |  |  |  |  |
| MILES COMPLETED | 0.08 | 0.08 |  |  | 0.08 |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | 2450 c.y. | 300 c.y. |  |  | 90 ton |
| TOTAL QUANTITIES CORRECTED TO DATE | 2450 | 320 |  |  | 100 |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | 2450 | 320 |  |  | 100 |
| AVERAGE DAILY QUANTITIES |  |  |  |  |  |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME |  |  |  |  |  |
| NUMBER OF SHIFTS PER DAY |  |  |  |  |  |
| HOURS PER SHIFT |  |  |  |  |  |

EQUIPMENT USED DURING THE WEEK:

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

|  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. |  |  |  |  |  |  |  |  |
| PERCENT |  |  |  |  |  |  |  |  |

|  | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY |  |  |  |  |
| MONDAY |  |  |  |  |
| TUESDAY |  |  |  |  |
| WEDNESDAY |  |  |  |  |
| THURSDAY |  |  |  |  |
| FRIDAY |  |  |  |  |
| SATURDAY |  |  |  |  |

K

Routing
Kelsey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

RECEIVED
JUN 16 1975
CONSTRUCTION
SECTION

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY | |
| MONDAY | |
| TUESDAY | |
| WEDNESDAY | |
| THURSDAY | |
| FRIDAY | |
| SATURDAY | |

### REMARKS

No activity this week

Project work considered completed May 28, 1975. Building and Disposal Site facilities in use since May 23, 1975. Minor paper work items and delivery of minor components for Utility Building and final inspection by Commerce Department still pending.

SIGNED C Anderson LOCATION Tillamook

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8093

R

May 19, 1975

Mr. Donald W. Thompson
Donald W. Thompson, Inc.
3421 Stanton Street
North Bend, OR 97459

Dear Mr. Thompson:

We have reviewed your request for an extension of time on Contract No. 8093 for work on the Cape Lookout State Park in Tillamook County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 30 days is granted, to a new completion date of June 14. This is because of poor ground conditions in the trailer sanitary station work area. We expect you to complete the utility building promptly so that it can be available to the public as originally intended.

Very truly yours,

F. B. Klaboe, Administrator
and State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
C. T. Keasey
Chet Anderson
Robert Church
C. O. Fredrickson

JAB:fr dpy

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
May 14, 1975

FILE: CON 5 #8093

**NOTED**
H. S. COULTER

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Cape Lookout State Park
Contract No. 8093
Request for Time Extension

TO: H. S. Coulter
Assistant State Highway Engineer

Donald W. Thompson, Inc. requests a 30 day time extension (from May 15, 1975) because of unstable ground conditions in the trailer sanitary station work area. Bids on this project were opened November 21, 1974 with a May 15, 1975 specified completion date. The project covers two separate improvements. About three-fourths of the cost is for removing an existing utility building and constructing a new one. The remainder of the contract covers work in a different area to construct about 400 feet of loop roadway and a trailer sanitary station with its own septic tank and disposal system.

It is this latter work which is running late. The problem now is in completion of the disposal field and related sewer lines. There was some concern last week that the county sanitarian might intervene and temporarily stop work on the disposal field. After some discussion, this did not occur, but it does behoove us to allow some additional time for ground conditions to improve and thereby obtain a better quality installation. This has been discussed with Mr. Gaskill in the Parks Division, who has no objection to the extension recommended. Their greater need is for the new utility building which should be available about as intended.

We therefore concur in the field recommendations for the 30 day extension, or to a new date of June 14. This is a State project. A rough draft letter to the contractor is attached.

JAB:fr

Att.

cc: Robert Church

RECEIVED
MAY 1 1975
Office of
Assistant State Highway Engineer

**OREGON STATE HIGHWAY COMMISSION**

# Engineers Recommendation Regarding Contractors Request
for
# Increase in Number of Workdays
to
# Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8093 Contractor Donald W. Thompson, Inc.

Highway

Section Cape Lookout State Park

Kind of Work Utility Building

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Recommend 30 day extension of contract time because of unstable ground conditions in the trailer sanitary station work area. This will revise the completion date to June 14, 1975.

Recommended for Approval:

Region Construction Engineer

Construction Engineer or ~~Bridge Engineer~~

State Highway Engineer

Contract No. 8093

Project designation State
State-Federal

Date awarded Nov. 29, 1974

Work started Dec. 16, 1974

Per cent completed 60 4/10/75
Date

Specified Completion Date May 15, 1975

Date of Request April 12,1975

Extension Requestedto June 14,1975

[illegible]

[illegible]

OREGON STATE HIGHWAY COMMISSION

# Contractors Request
for
# Increase in Number of Workdays
to
# Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date April 12, 1975, 19

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays ~~from~~ 30 days to ............... days, within which to complete our Contract No. 8093, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

From March 1 to April 1, 1975 due to the extremely unstable ground conditions we were unable to use vehicular equipment on the roadway area. I am requesting thirty days extension for the completation of the disposal road and blacktopping of walkways which is done at one movein.

Respectfully submitted,

Donald W. Thompson, Inc.
Contractor

By Donald W. Thompson

---

## CONSENT OF SURETY

Date April 22, 1975

We, UNITED PACIFIC INSURANCE COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays and hereby agree to remain fully bound as surety in all respects as if the number of wor[illegible] as stipulated in the original agreement.

Attorney-in-fact
G. Andrew Nasburg, CPCU

NASBURG-EASTBURN INSURANCE AGENCY, INC.
Resident Agent

8093

November 27, 1974

Donald W. Thompson, Inc.
3421 Stanton St.
North Bend, OR 97459

Gentlemen:

The Oregon Transportation Commission on November 25, 1974, awarded to you State Highway Contract No. 8093 in the amount of $99,648 on a utility building in Cape Lookout State Park in Tillamook County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

C. W. Head
COMMISSION SERVICES

js

bc C. T. Keasey
Vince Gallagher
Walt Hart
David Talbot
C. O. Fredrickson
C. A. Anderson

# 8093

J

1859

**OREGON STATE**
**HIGHWAY DIVISION**

**REGION 2**

2960 E. STATE STREET • SALEM, OREGON • 97310 • Phone 378-2626

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

November 22, 1974

844-J

RECEIVED
STATE HWY ENGR
NOV 26 '74
REFER TO

| FOR | | | | | | |
|---|---|---|---|---|---|---|
| Info | Inves | R/D | O/R | Sign | Act | File |
| | | | | | | |

NOTED
A. E. JOHNSON

RECEIVED
NOV 25 1974
Office of
Assistant State Highway Engineer

D. Moro Roofing
Rt. #1 Box 659
Bay City, Oregon 97107

ATTENTION: Dennis Moro

Gentlemen:

Subject: Utility Building
Cape Lookout Park

Your recent letter indicates your firm as being experienced and capable of handling the roofing on the proposed Cape Lookout Park Utility Building.

Bids on that project were opened Thursday, November 21, 1974. Mr. Donald W. Thompson was the apparent low bidder. The bid was over the Engineer's estimate. It is still being studied as to whether an award will be made.

Your firms availability as a roofing subcontractor, is by a copy of this letter, being brought to the attention of our Resident Engineer, Chet Anderson, P.O. Box 169, Tillamook, telephone 842-7782. Should the contract be awarded, he will advise you. He will also advise the contractor of your availability.

Thank you for bringing the availability and experience of your firm to our attention. As indicated above, the selection of a subcontractor would be up to the prime contractor.

Yours very truly,

Gerald W. Wimer

Gerald W. Wimer
REGION 2 CONSTRUCTION ENGINEER

GWW/elk
cc: H. S. Coulter: This is assignment A. E. Johnson, number 844.
Chet Anderson: This is assignment A. E. Johnson, number 844.

NOTED
H.S.COULTER

D. MORO ROOFING
Rt. #1 Box 659
Bay City, Oregon 97107
Phone: 842-7953

**BIRD & SON** OF MASS. BUILDING MATERIAL PRODUCTS

Dear Sir,

We notice that you have recently acquired a building permit. Whether you are adding on, remodeling, or building a new home, D. Moro Roofing is experienced and capable of handling any or all of your roofing needs. If we can be of help to you in any way please phone us at 842-7953, or drop by our office at Kilchis River Junction, north of Tillamook, just before you enter Bay City.

Sincerely,
D. Moro Roofing

Dennis Moro

Dennis Moro
Owner

a e, J

RECEIVED
STATE HWY ENGR
NOV 14 '74
REFER TO
Coulter
FOR
Info | Envs | R/D | D/R ✓ | Sign | Act | File

—WIND SEAL JET, ARCHITECT MARK 25, FIRE SCREEN
—SOLID VINYL SIDINGS, SOLID VINYL GUTTER SYSTEMS, SHUTTERS, ROOF EDGINGS

8093 9-25-74

TILLAMOOK P. U. D.
P. O. BOX 433
TILLAMOOK, OREGON 97141
842-2535

TO
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

DATE: 9 25 74

SUBJECT: Enclosed Agreements

Dear Mr. Cartwright,

Enclosed are all three copies of the application for the installation of an electric power buried cable to a new pump house at Cape Meares State Park. Please return one copy for our files.

Also enclosed are two fully executed copies of the electric service agreement for building # 10 in Cape Lookout State Park.

MISC. CONTRACTS and AGREEMENTS No. 5100

PLEASE REPLY TO → SIGNED OD Bigelow

xc: Warren Gaskill w/Agree
Darold Walker w/Agree
→ Gene Eden w/orig Agree.

xc: Fred Hagemann w/permits. 9-30-74

DATE SIGNED

THIS COPY FOR PERSON ADDRESSED

GRAYARC CO., INC., BROOKLYN, N. Y. 11232

8093

yellow

**OREGON STATE**
**HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

December 19, 1973

TO Executive Department
Federal Aid Coordination Unit

Clatsop-Tillamook Intergovernmental
Council
P.O. Box 488
Cannon Beach, OR 97110

FROM L. H. Young
L. H. Young
Office Engineer

SUBJECT Notice of Intent for BOR Funds
State Admin. Dist. No. 1
Cape Lookout Sewer Improvements
City of Netarts
Tillamook County

In accordance with the requirements of Circular No. A-95 of the Bureau of the Budget of the U.S. Government, attached are Notices of Intent for the subject project for your review and comment.

The estimated date of filing for federal-aid funds on this project is January 24, 1974. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to this proposal will be appreciated.

If additional information is desired, please contact Mr. Walter J. McCallum, phone 378-6596.

Attachments

BLG:pr

cc: E. S. Hunter
D. G. Talbot
W. J. McCallum
J. H. Versteeg
R. E. Royer
J. B. Boyd
H. S. Cox
Don Byard
B. L. Gifford
R. N. Chase
E. L. Everton
C. O. Fredrickson

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only | 1-8] PNRS # | 9] CARD TYPE: | Page One [79

02 | 12] APPLICANT: Oregon State Highway Division [45 | 46] DIVISION: Parks & Recreation [79

03 | 12] APPLICANT ADDRESS STREET: 305 State Highway Building [45 | 46] CITY: Salem [60 | 76] ZIP: 97310 [60

04 | 12] CONTACT PERSON: Walter J. McCallum [45 | 46] AREA CODE: 503 [48 | 49] PHONE: 378 [55 | 56] EXTENSION: 6596 [59

01 | 12] PROJECT TITLE: Cape Lookout Sewer Improvements (o.p. 805) District 1 [71

11 | 12] PROJECT LOCATION CITY: Netarts [45 | 46] PROJECT LOCATION COUNTY: Tillamook [79

05 | 12] SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY) [71

06 | 12] This proposed project will provide a complete sewer system for an existing [71

07 | 12] state park. The present system is composed of septic tanks and drain fields. [71

08 | 12] Construction will include: 1) new utility building, 2) trailer sanitary [71

09 | 12] dump station, 3) sewage dump station w/lines, 4) a complete treatment site, [71

10 | 12] enclosed in a chain link fence. This is a State Park Project. [71

12

| FEDERAL FUNDS |  | NON-FEDERAL MATCHING FUNDS |  | OTHER | TOTAL |
|---|---|---|---|---|---|
| 12] (A) Grant [19 | 20] (B) Other [27 | 28] (C) State [35 | 36] (D) Local [43 | 44] (E) FUNDS [51 | 52] (F) FUNDS [60 |
| $187,500 |  | $187,500 |  |  | $375,000 |

13 | 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 | 12] FEDERAL PROGRAM TITLE: Land & Water Conservation Fund [71

15 | 12] FEDERAL AGENCY NAME: Department of the Interior [45 | 46] FEDERAL SUB-AGENCY NAME: Bureau of Outdoor Recreation [79

17

**(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 | INTER-STATE ☐ 13 | COUNTY ☐ 14 | CITY ☐ 15 | SCHOOL DISTRICT ☐ 16 | SPECIAL DISTRICT ☐ 17 | COMMUNITY ACTION ☐ 18 | SPONSORED ORGANIZATION ☐ 19 | OTHER ☐ 20

**(B) TYPE OF ACTION:** (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 | CONT. GRANT ☐ 22 | SUPPL'T GRANT ☐ 23 | INCREASE DURATION ☐ 24 | DECREASE DURATION ☐ 25 | CANCELLATION ☐ 26 | INCREASE DOLLARS ☐ 27 | DECREASE DOLLARS ☐ 28

**(C) IS THERE A COMPREHENSIVE PLAN?**

STATE Yes ☒ 29 No ☐ 30 | REGIONAL Yes ☐ 31 No ☐ 32 | LOCAL Yes ☐ 33 No ☐ 34

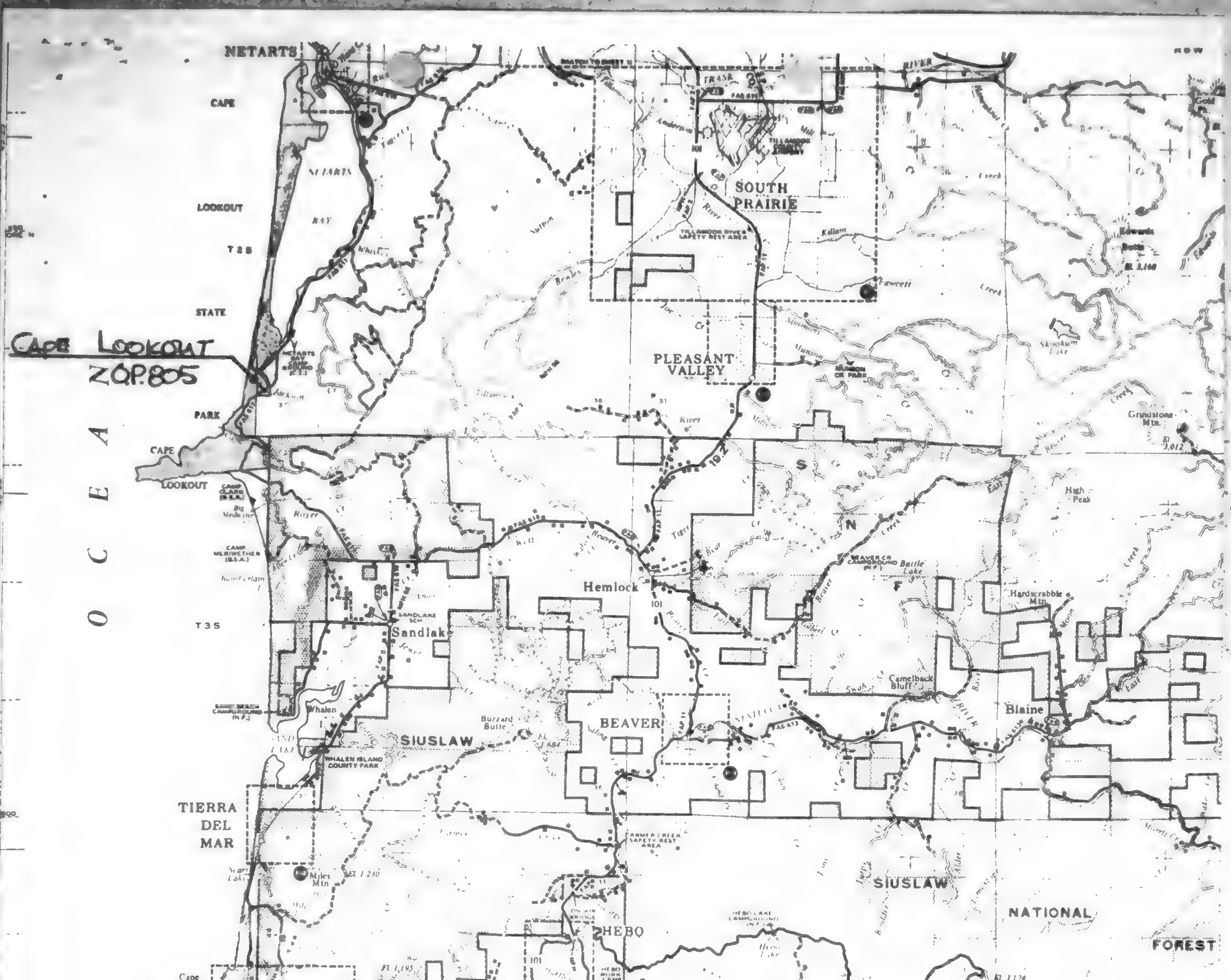
(See IV, Page 2)

(D) REVIEW REQUIRED by A-95 Yes ☒ 35 No ☐ 36

(E) ENVIRONMENTAL IMPACT Yes ☒ 37 No ☐ 38

(F) HOUSING RELOCATION REQUIRED Yes ☐ 39 No ☒ 40

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH January [42 | 43] DAY 24 [44 | 45] YEAR 1974 [46



CAPE LOOKOUT
ZQP.805

8094 Tygh Ck (Tygh Valley) Br. 1974
30 mi. S of The Dalles
(0.14 mi. grading & structure)

(MEMORANDUM)

**Final Voucher**

FORM APPROVED BY
COMPTROLLER GENERAL,
U. S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

D.O. VOUCHER NO.

# VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

*(PPM 30-6)* 7-1-76

VOUCHER NO.

APPROPRIATION

SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
**Treasurer of the State of Oregon**

PAID BY

(For use of Paying Office)

ADDRESS
Capitol Building
Salem, Oregon 97310

STATE Oregon

FEDERAL-AID PROJECT NO. ER-308(2)

VOUCHER PERIOD: FROM 1-14-74 TO 7-1-76

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

| TOTAL ACTUAL COST | TOTAL PARTICIPATING COST | PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S. | TOTAL AMOUNT CLAIMED FROM U.S. | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED | APPROVED FOR PAYMENT *(Payee must not use this column)* |
|---|---|---|---|---|---|---|
| $237,826.62 | $236,256.01 | 100% | $236,256.01 | $208,721.12 | $ 27,534.89 | |

RECEIVED DIVISION OFFICE
BY DATE

FIELD AUDIT MADE
BY DATE

PASSED FOR PAYMENT
BY DATE

REMARKS

Oregon

V.E. Shoog
Controller

$ 27,534.89

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

| ITEM NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS (Payee must not use this column) |
|---|---|---|---|---|---|---|
| | Tygh Creek Bridge Section<br>Wasco County | | | | | |
| | Preliminary Engineering | | | | | |
| | Type Code P.E. | | | | | |
| | Preliminary Engineering | All | Required | | $ 16,039.66 | |
| | Total Preliminary Engineering Cost | | | | $ 16,039.66 | |
| | Construction | | | | | |
| | Type Code 6201 | | | | | |
| | Temporary & Permanent Repairs by County Forces | | | | | |
| | Labor | All | Required | | $ 2,732.81 | |
| | Equipment | All | Required | | 2,270.52 | |
| | Material | All | Required | | 6,491.90 | |
| | Total County Force Work Cost | | | | $ 11,495.23 | |
| | Type Code 6201 | | | | | |
| | Roadway (Sta. 17+50 to Sta 21+65 & Sta. 22+45 to Sta. 25+00)(Cont. #8094) | | | | | |
| | Final Contract Payment Summary | | Lump Sum | | $ 31,657.76 | |
| | Subtotal | | | | $ 31,657.76 | |
| | Type Coee X081 | | | | | |
| | Tygh Bridge (Sta. 21+65 to Sta. 22+45) | | | | | |
| | Final Contract. Payment Summary | | Lump Sum | | $157,670.51 | |
| | Subtotal | | | | $157,670.51 | |
| | Total Construction Cost | | | | $200,823.50 | |
| | Construction Engineering | | | | | |
| | State | All | Required | | $ 19,392.85 | |
| | Roadway 3,296.78 | | | | | |
| | Bridge 16,096.07 | | | | | |
| | Total Construction Engineering Cost | | | | $ 19,392.85 | |
| | Total Participating Cost | | | | $236,256.01 | |
| | Nonparticipating Items | | | | | |
| | Final Contract Payment Summary | | Lump Sum | | $ 1,360.13 | |
| | Interest Paid to Contractor | All | Required | | 131.09 | |
| | Construction Engineering | All | Required | | 79.39 | |
| | Roadway 144.59 | | | | | |
| | Bridge 1,426.02 | | | | | |
| | Total Nonparticipating Cost | | | | $ 1,570.61 | |
| | TOTAL COST | | | | $237,826.62 | |
| | AMOUNT CARRIED FORWARD.. | | | | | |

FORM PR-20A (8-71)

GPO 914-021

ER-FAS
Wasco Co

Wasco County
5TH & WASHINGTON STREET
THE DALLES, OREGON 97058

December 24, 1975

Mr. Harold Reynoldson
Rural Program Engineer
County and City, Highway Division
State Highway Building
Salem, Oregon 97310

Dear Harold:

Enclosed is the ER cost summary for Tygh Valley Bridge.

Thank you for your consideration in this matter.

Sincerely yours,

Rex Kniesteadt

REX KNIESTEADT
Roadmaster

Enclosure

RKlpp

Hal/#

RECEIVED
COUNTY & CITY SECTION
JAN 2 - 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ BPE ☐

(Form ER-1)

## COST SUMMARY

**F.A. Project No.** ER 308(1)　**County** Wasco

**FAS Route No.** 311　**Date** 12/24/75

| Warrant or Voucher No. | Brief Description | Costs |
|---|---|---|
| County No.<br>040<br>Branch 2<br>Dept. 081 | County payroll, May and July, 1975, $2,168.90 + 26% fringe benefits | $ 2,732.81 |
| --- | County equipment rental, May and July, 1975 | 2,270.52 |
| --- | Crushed rock from stockpile | |
| | 56 cu. yds. @ $2.20 | 123.20 |
| | 1,744 cu. yds. @ $1.55 | 2,703.20 |
| | 750 cu. yds. @ $1.19 | 892.50 |
| --- | Asphalt | 1,530.50 |
| | Grading work as per force work agreement | 1,242.50 |
| | | $11,495.23 |

RECEIVED
COUNTY & CITY SECTION
JAN 2 - 1976
☐ ENGR. ☐ COOR. ☐ GE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

RECEIVED
COUNTY & CITY SECTION
JAN 2 - 1976
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☐
☐ OPE ☐ DE ☐ AE ☐ OPE ☐

## WASCO COUNTY, OREGON
## ROAD NUMBER 247, TYGH VALLEY FAS 311
## EQUIPMENT RENTAL

| | | |
|---|---|---|
| 1212 | #12 Cat Motor Grader, 3 hrs. @ $7.00 | $ 21.00 |
| 1213 | #12 Cat Motor Grader, 48 hrs. @ $7.00 | 336.00 |
| 2053 | Ford ½-ton Pickup, 2 hrs. @ $1.35 | 2.70 |
| 2058 | Ford ½-ton Pickup, 4 hrs. @ $1.35 | 5.40 |
| 2059 | Ford ½-ton Pickup, 3 hrs. @ $1.35 | 4.05 |
| 2083 | 74 Dump Truck I.H., 26 hrs. @ $8.00 | 208.00 |
| 2084 | 74 Dump Truck I.H., 27.5 hrs. @ $8.00 | 220.00 |
| 2085 | 74 Dump Truck I.H., 6 hrs. @ $8.00 | 48.00 |
| 2105 | White 3,800 gal. Water, 3 hrs. @ $8.00 | 24.00 |
| 2118 | Mack Diesel Truck, 17 hrs. @ $17.50 | 297.50 |
| 2121 | Mack Diesel Truck, 3 hrs. @ $17.50 | 52.50 |
| 2125 | Ford 10-12-yard Dump, 15 hrs. @ $8.00 | 120.00 |
| 2128 | Ford 10-12-yard Dump, 11 hrs. @ $8.00 | 88.00 |
| 2129 | Ford 10-12-yard Dump, 5 hrs. @ $8.00 | 40.00 |
| 2132 | International 1-ton, 5.5 hrs. @ $2.00 | 11.00 |
| 2228 | 5,000 John Deere Backhoe, 12.5 hrs. @ $5.75 | 71.87 |
| 2237 | Ferguson Tractor Backhoe, 2 hrs. @ $4.00 | 8.00 |
| 2239 | Cat Traxcavator 2, 13 hrs. @ $11.50 | 149.50 |
| 2244 | 966 Cat Loader 3, 1-ton, 16.5 hrs. @ $12.00 | 198.00 |
| 3101 | Etnyre Distributor, 7.5 hrs. @ $9.00 | 67.50 |
| 3108 | Flaherty Rock Spreader, 5 hrs. @ $15.50 | 77.50 |
| 3301 | Ingram 3-two Roller, 34 hrs. @ $5.50 | 187.00 |
| 3306 | Rubber Tired Roller, 6 hrs. @ $5.50 | 33.00 |
| | Total Equipment | $2,270.52 |

8094

13

December 22, 1975

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On December 17, 1975, we wrote to you concerning release of final payment on Contract No. 8094 awarded to Workman Contractors, Inc., for work on the Tygh Creek (Tygh Valley) Bridge Section of FAS 311 in Wasco County.

Final payment on this contract is $8,740.19 and the total contract amount is $190,688.40. No work was performed under force account.

Very truly yours,

C. W. Mead
COMMISSION SERVICES

cc Workman Contractors, Inc.
P. O. Box 320
Canby, OR 97013

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. M. Williams

8094

FORM E-1 (REV 10-65)

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Tygh Creek (Tygh Valley) Bridge

WEEK ENDING: October 25, 1975

SECTION PREFIX: 533-1010

HIGHWAY: FAS 311

COUNTY: Wasco

NAME OF JOB: Tygh Creek (Tygh Valley) Bridge

KIND OF WORK: GRading and Structure

CONTRACTOR: Workman Contractors, Inc.

CONTRACT NUMBER: 8094

FEDERAL AID PROJECT NUMBER: ER- 308 (2)

DATE OF CONTRACT: December 2, 1975

DATE WORK STARTED: January 16, 1975

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS 255

CALENDAR DAYS USED 255

SPECIFIED COMPLETION DATE: July 26, 1975

PERCENT OF TIME ELAPSED: 255/255 = 100

PROJECT AUTHORIZATION: $ 218,370.03

EXCLUSIVE OF ENGINEERING: $ 201,054.34

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 201,054.34

ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %

ENGINEERING AUTHORIZATION $ 17,315.69

This Week 4.12

ENGINEERING COST TO DATE $ 19,139.90

PERCENT OF AUTHORIZATION 110.5 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100

DATE PROJECT WAS COMPLETED: July 26, 1975

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | 4932A | | | | | | | |
| PERCENT | 100 | | | | | | | |

| | | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|---|
| SUNDAY | 19 | Cloudy and Cool | | | |
| MONDAY | 20 | Cloudy and Cool | | | |
| TUESDAY | 21 | Cloudy and Cool | | | |
| WEDNESDAY | 22 | Cloudy and Cool | | | |
| THURSDAY | 23 | Cloudy and Cool | | | |
| FRIDAY | 24 | Cloudy and Cool | | | |
| SATURDAY | 25 | | | | |

Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Roering
RECEIVED
OCT 27 1975
CONSTRUCTION
SECTION
Richards
Glenn
Berg

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY 19 | No activity all Week. |
| MONDAY 20 | |
| TUESDAY 21 | |
| WEDNESDAY 22 | |
| THURSDAY 23 | |
| FRIDAY 24 | |
| SATURDAY 25 | |

## REMARKS

Job Status: The project is completed. The semifial will be submitted approximately October 31, 1975.

SIGNED Robert M Walling Officeman LOCATION The Dalles
For Norman L. Oliva, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

8094

Tygh Creek (Tygh
Valley)
FAS. 311

**DIVISION OF STATE LANDS**

1445 STATE STREET • SALEM, OREGON • 97310 • Phone 378-3805

OREGON STATE
LAND BOARD

ROBERT W. STRAUB
Governor

CLAY MYERS
Secretary of State

JAMES A. REDDEN
State Treasurer

WILLIAM S. COX
Director

October 8, 1975

Mr. Don Trout
Dept. of Transportation
Highway Building
Salem, OR 97310

Dear Mr. Trout:

One year ago, the Division of State Lands issued a Removal/Fill permit to you authorizing certain work within the beds and banks of the waters of this state. That permit will expire very soon and if you wish to continue the activity it will be necessary to renew the permit within the next few weeks. If you do not wish to renew this permit please initial the appropriate box below and return this letter to our office.

We have an application and suitable plans and drawings on file for this project - as it was envisioned last year. If no changes are planned, the application on file will be used in project review. If you plan to do other work or modify your earlier plans, please complete the attached application and send it, with suitable maps and drawings, to our office. Regardless of which path you take regarding the application, you should initial the renewal box below and send this letter and a check for the renewal fee (shown below) to our office.

If you have any questions involving the permit program or this renewal, please call Jan Haley at 378-3059.

Sincerely,

Stan Hamilton
Stanley F. Hamilton, P. E.
Waterway Manager

SFH:mp

Enclosure

Permit No. 1653
Expiration date 12-16-75
Please return by 11-1-75
Fee $50.00

_____ Please renew this permit. There is no change in plan from last year.
_____ Please renew this permit. Attached are revised application and drawing.
DLT I do not wish to renew this permit.

8094 0-12-9

J

# STATE COPY

Form Approved; O.M.B. No. 04-R2080

| | | |
|---|---|---|
| TO BE COMPLETED BY FHWA<br>MONTHLY TRANSACTION NO. | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>**FEDERAL-AID PROJECT AGREEMENT**<br>12-26-74 | STATE Oregon<br>COUNTY Wasco<br>PROJECT NO. ER-308(2) |

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co.Rd. 0.25 mi. S. of The Dalles-Cal. Hwy.
(Tygh Creek Bridge Section)

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | ▨ |
| PRELIMINARY ENGINEERING | 1-14-74 | 0.142 |
| RIGHTS-OF-WAY | | ▨ |
| CONSTRUCTION | 10-23-74 | 0.142 |
| OTHER *(Specify)* | | |

FUNDS Pro Rata 100%

| | |
|---|---|
| ESTIMATED TOTAL COST OF PROJECT<br>$ 258,567.00 | FEDERAL FUNDS<br>$ 258,567.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By Ed Hunter

Assistant State Highway Engineer
*(Title)*

By ____________________

____________________
*(Title)*

By ____________________

____________________
*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
G. L. Green *(Division Engineer)*

Date executed by Division Engineer DEC 2 6 1974

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

# AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

**Oregon State Highway Division**

Federal Aid Project
No. ER-308(2)

## TYGH CREEK BRIDGE SECTION

## FAS 311 IN WASCO COUNTY

Salem, Oregon, December 10, 1974

### Project Agreement Estimate

Type Code P.E.
Preliminary Engineering

| | | | |
|---|---|---|---|
| Preliminary Engineering | All Required | | $ 15,000.00 |

Type Code 6201
Roadway (Sta. 17+50 to Sta. 21+65 and Sta. 22+45 to Sta. 25+00)

| | | | |
|---|---|---|---|
| Mobilization | All Required | | $ 19,000.00 |
| Temporary Protection and Direction of Traffic | All Required | | 300.00 |
| Temporary Signs | 250 sq.ft. | 8.00 | 2,000.00 |
| Temporary Continuous Rail Traffic Barrier, Reflectorized | 75 lin.ft. | 10.00 | 750.00 |
| Flagmen | 24 hours | 10.00 | 240.00 |
| Clearing and Grubbing | All Required | | 250.00 |
| General Excavation | 2,455 cu.yds. | 0.50 | 1,227.50 |
| Toe Trench Excavation | 100 cu.yds. | 1.00 | 100.00 |
| Watering | 15 M-gals. | 1.00 | 15.00 |
| 36-inch Culvert Pipe | 16 lin.ft. | 62.00 | 992.00 |
| Guard Rail, in stockpile | All Required | | 900.00 |
| Loose Riprap, Class 700 | 375 cu.yds. | 6.50 | 2,437.50 |
| | | | $ 29,112.00 |

Anticipated Items

| | | |
|---|---|---|
| Erosion Control (E.W.) | All Required | $ 2,000.00 |
| Relocate Loading Dock (E.W.) | All Required | 1,000.00 |
| Surfacing by County Forces County Force Order #1 | All Required | 9,677.58 |
| | | $ 12,677.58 |
| | Sub-total | $ 41,789.58 |
| | Engineering 20% | 8,357.42 |
| | Total | $ 50,147.00 |

Type Code X081
Tygh Creek Bridge No. (Sta. 21+65 to Sta. 22+45)

| | | | |
|---|---|---|---|
| Bridge Removal Work | All Required | | $ 15,230.00 |
| Shoring and Cribbing, Etc. | All Required | | 1,000.00 |
| Structure Excavation | 560 cu.yds. | 4.00 | 2,240.00 |
| Structure Excavation Below Elevation Shown | 40 cu.yds. | 1.00 | 40.00 |
| Furnish Pile Driving Equipment | All Required | | 8,278.00 |
| Furnish HP 10x42 Steel Piling | 2,550 lin.ft. | 14.75 | 37,612.50 |
| Drive Steel Piles | 2,550 lin.ft. | 0.50 | 1,275.00 |
| Structural Concrete, Class 3300 (265 cu.yd.) | All Required | | 31,468.00 |
| Structural Concrete, Class 4000 (85) | All Required | | 9,823.00 |
| 90'/95' Type III Prestressed Beams | 8 only | 4,550 | 36,400.00 |
| Reinforcement (57,000 lbs.) | All Required | | 11,902.00 |
| Two Tube Metal Railing | 204 lin.ft. | 29.00 | 5,916.00 |
| | Sub-total | | $161,184.00 |
| | Engineering 20% | | 32,236.00 |
| | Total | | $193,420.00 |

Length of Roadway ------------------ 0.127 mile
Length of Structure ---------------- 0.015 mile

Length of Project ------------ 0.142 mile

Cost of Roadway per mile $394,858.26

SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds |
|---|---|---|
| Preliminary Engineering | $ 15,000.00 | $ 15,000.00 |
| Roadway | 50,147.00 | 50,147.00 |
| Structure | 193,420.00 | 193,420.00 |
| Total | $258,567.00 | $258,567.00 |

Group-1 100%
Contract No. 8094
Prefix 533-1010
Prefix (P.E.) 533-1423-04
Prefix (Co. Trans.) 33-9501-02

Tygh Creek (Tygh Valley)
Bridge Section
FAS 311

STATE OF OREGON
Division of State Lands
1445 State Street
Salem, Oregon 97310
Phone: 378-3805

Tygh Creek
Wasco County
Highway Job No. 104-Revised

Expires: 12-16-75

MATERIAL REMOVAL PERMIT NO. 1653

WORKMAN CONTRACTORS, INC.

is hereby authorized to remove materials from the waterway described in the attached copy of his application, subject to the special conditions checked on Attachment "A" and to the terms and conditions expressed in said attached application.

This permit is granted under the provisions of ORS 541.605 et seq and in no way is it intended to authorize removal of material from state-owned submersible and submerged lands without compliance with leasing and royalty provisions of ORS 274.530 et seq and other applicable provisions of law. The permit merely expresses assent of the State to the work proposed and does not eliminate the necessity of obtaining rights of way and permission of the owners of lands upon which work is to be performed. All operations shall be in conformance with Oregon Administrative Rules, Chapter 334; Standards of Quality for Public Waters of Oregon.

The Division reserves the right to review the terms of this permit annually and, upon review, to amend or cancel this permit when conditions or revised standards require such action. You will be notified prior to the permit expiration date so that you may submit your renewal request.

William S. Cox, Director

December 16, 1974
Date

141-31-06-74

## ATTACHMENT "A"

Special Conditions for Material Removal Permit No. 1653

1. The operation shall be conducted in a manner that will prevent any turbidity increase when background turbidity is 30 JTU's or less, or more than a 10% increase when background turbidity is more than 30 JTU's.

2. There shall be no operation of equipment in the active flowing stream from April 1 to September 30.

3. The stream shall not be diverted from the natural bed.

4. Riprap shall be placed under these conditions:

    a. Only clean, erosion resistant rock from an upland source shall be used as riprap.

    b. Areas of streambank disturbance shall be seeded or planted with grass and/or legumes, shrubs and trees.

    c. The riprap rock shall be placed from above the bank.

    d. The completed revetment shall have a slope no steeper than 1½:1.

    e. There shall be no operation of equipment in the active flowing stream except to dig a toe trench.

    f. Streambed gravels may be used to prepare a filter blanket if from toe trench or other site approved by the Oregon Wildlife Commission.

    g. No removal of existing woody vegetation should occur.

5. Waste materials and spoils shall be placed above the bankline.

6. Turbid waste waters from the project shall not be allowed to re-enter the waterway.

7. The Division of State Lands retains the authority to temporarily halt or modify the project in case of excessive turbidity or damage to natural resources.

December 16, 1974

PURCHASE ORDER

STATE OF OREGON

PAGE OF

SHOW THIS NUMBER ON ALL PAPERS AND PACKAGES PERTAINING TO THIS ORDER
**H 314990**

J. H. Versteeg, Room 223, State Highway Building, Salem, OR 97310
OREGON STATE HIGHWAY DIVISION, ACCOUNTING SECTION
438 HIGHWAY BUILDING, SALEM, OREGON 97310

P. O. DATE: 12-12-74
NO. INVOICES: 3

| ACCOUNT NUMBER | CREW NUMBER | BIENNIUM | BID NUMBER | COMMODITY CODE |
|---|---|---|---|---|
| | | | | |

| CLASS. | FUND, PROJECT OR APPROPRIATION | REQ. NO. | AGENCY NO. |
|---|---|---|---|
| | | | 734 |

VENDOR
Division of State Lands
1445 State Street
Salem, Oregon 97310

INSTRUCTIONS TO VENDOR

ALL INVOICES MUST CARRY THIS PURCHASE ORDER NUMBER. PREPAY ALL TRANSPORTATION CHARGES UNLESS OTHERWISE STATED.

IF TRANSPORTATION IS BILLED AS SEPARATE ITEM, RECEIPTED FREIGHT BILL MUST ACCOMPANY INVOICE.

STATE IS NOT SUBJECT TO FEDERAL EXCISE TAX.

SEND 3 COPIES OF ITEMIZED INVOICE.

| F.O.B. | DELIVERY REQUIRED | TERMS |
|---|---|---|
| | | |

| QUANTITY | | | DESCRIPTION | COMMODITY CODE | UNIT PRICE | ITEM TOTAL | COST DISTRIBUTION OR EQUIP. NO. |
|---|---|---|---|---|---|---|---|
| ORDERED | UNIT | REC'D. | | | | | |
| 1 | ea. | / | REMOVAL/FILL PERMIT OSHD NO. 104 | | | $50.00 | 533-1010-900P |
| | | | Revised | | | | |
| | | | Tygh Creek (Tygh Valley) Bridge Sec. | | | | |
| | | | FAS 311 | | | | |
| | | | Wasco County | | | | |
| | | | CREW NO. 007-00 | | | | |

| I Certify the Above Items are within Current Budget Allowance | DATE | I Certify these Items are Authorized by the Dept. of General Services | DATE |
|---|---|---|---|
| ORDERED BY: | | AUTHORIZED AGENT SIGNATURE | |
| APPROVED | 12-12274 | RECEIVED BY: | 12-12-74 |

FORM 81-734-1036

ORIGINATOR

# 8094 12-2-74

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: ER-308(2)

STATE PROJECT NO.: TYGH CREEK (TYGH VALLEY) BRIDGE SECTION

COUNTY NAME: WASCO

PROGRAM STAGE (Check): ☐ 1. ☒ 2.

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.:

ITEM NO.: ER-57

TO:
MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

NOTED
E. S. HUNTER

RECEIVED
HWY ENGR
DEC 4 '74
REFER TO
Hunter
FOR

| | | |
|---|---|---|
| DATE PS&E APPROVED<br>DECEMBER 2, 1974 | DATE AUTHORIZATION EFFECTIVE<br>DECEMBER 2, 1974 | FEDERAL ROUTE NUMBER<br>SECONDARY ROUTE 311<br>STATE ROUTE NUMBER<br>COUNTY ROAD |

GENERAL LOCATION: MILE POST 13.23

GENERAL DESCRIPTION OF WORK:
PLACE BASE ROCK AND PAVE APPROACHES TO STRUCTURE AND INSTALL GUARD RAIL ON APPROACHES.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON ~~XXXXXXX~~ ~~XXXXXXXXXX~~ FORCE ACCOUNT BASIS

12-5-74
ORIGINAL TO
L.W. Rulien

REMARKS
AS REQUESTED IN MR. RULIEN'S NOVEMBER 4, 1974 LETTER IT HAS BEEN DETERMINED TO BE IN THE PUBLIC INTEREST TO PERFORM THE SUBJECT WORK BY FORCE ACCOUNT PROCEDURES USING COUNTY FORCES. YOU ARE AUTHORIZED TO PROCEED WITH THE NECESSARY WORK ESTIMATED TO BE $9,677.58.

PS&E DOCUMENTS AS REPRESENTED BY COUNTY FORCE ORDER 1 FOR THE SUBJECT WORK HAVE BEEN REVIEWED TOGETHER WITH ATTACHMENTS AND IS HEREBY APPROVED. A SIGNED COPY IS RETURNED HEREWITH.

RECEIVED
DEC 5 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

| | | |
|---|---|---|
| DATE<br>12-2-74 | SIGNATURE OF APPROVING OFFICIAL | TITLE<br>DIVISION ENGINEER |

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

## ORDER FOR FORCE WORK
## PERFORMED BY COUNTY FORCES

**Order No.** ____________

**Date** October 24, 19 74

**F. A. Project No.** ER S-308(2)

**Highway** FAS 311 Tygh Creek Bridge Section

**Account No.** ____________

**Prefix** ____________

**County** Wasco

**Description of Work To Be Done:**

Place base rock and pave the approaches to this structure. Install guardrail on the approaches.

APPROVED EFFECTIVE DATE DEC 2 1974
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Engineering Coordinator
DATE DEC 2 1974
FEDERAL HIGHWAY ADMINISTRATION

**Location:** Approx. M.P. 13.23

**Estimate of Quantities and Costs:**

| | |
|---|---|
| Labor . . . . . . | $1,087.58 |
| Equipment . . . . | 990.00 |
| Material. . . . . | 7,600.00 |
| | $9,677.58 |

**Explanation:**

This structure was damaged during the storm of January 1974 and must be replaced. Since the County has the crushed rock within the area and such a small quantity is needed it has been determined that it is in the public interest that the County place the base rock and do the paving with their own forces. It has also been determined that because of timing it is in the interest of the public that the County install the guardrail on the approaches.

**Submitted by:** ____________

**Approved:** H. S. Cox
H. S. Cox, County-City Engineer

| **List County Crew** | **No. Hours** | **Rate** | **Total** | |
|---|---|---|---|---|
| Foreman | 20 | 5.23 | 104.60 | |
| 4 Truck Drivers | 80 | 5.00 | 400.00 | |
| 2 Laborers | 40 | 4.50 | 180.00 | |
| 3 Equip. Operator | 30 | 5.00 | 150.00 | |
| | | | 836.60 | |
| Fringe Benefits | 30 | | 250.98 | $1,087.58 |

| **List County Equipment** | **Size** | **No. Hours** | **Rate** | **Total** | |
|---|---|---|---|---|---|
| 4 Trucks | 12 yds. | 80 | 8.00 | 640.00 | |
| Grader | | 20 | 7.00 | 140.00 | |
| Loader | 2½ " | 10 | 10.00 | 100.00 | |
| Roller | 10 tons | 20 | 5.50 | 110.00 | $ 990.00 |

| ***List Equipment to be Rented (Outside Equipment)** | **Size** | **No. Hours** | **Rate** | **Total** |
|---|---|---|---|---|
| Trucks | | | | |
| Grader | | | | |
| Cat | | | | |

*Include copy of agreement with equipment owner. Is operator included?

| **List Material** | **Quantity** | **Unit Price** | **Total** | |
|---|---|---|---|---|
| 1½" - 0 | 1,800 cu. yds. | 1.90 | 3,420.00 | |
| A.C. | 350 tons | 12.00 | 4,200.00 | $7,620.00 |
| | | | | $9,697.58 |

**DEPARTMENT OF TRANSPORTATION**

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

December 2, 1974

Workman Contractors, Inc.
P. O. Box 520
Canby, OR 97013

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
DEC [illegible] - 1974
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To. ____
Bring Up ____/____/____
Other ____

Gentlemen:

The Oregon Transportation Commission on November 25, 1974, accepted your proposal for work on the Tygh Creek (Tygh Valley) Bridge Section of FAS 311 (Tygh Valley Rd.) in Wasco County for the sum of $189,396.50. The Commission referred your bid to the Administrator of Highways with authority to award the contract as soon as approval of the Federal Highway Administration is received.

Approval has been received and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 8094.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

js

bc Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle & Portland
C. T. Keasey
Vince Gallagher
Walt Hart
C. M. Williams
Norm Oliva
✓ Don Trout
Wm. Geibel (SAIF)

8094

November 6, 1974

Wasco County Court
Courthouse
The Dalles, OR 97058

Attention: Rex Kniestaedt
Road Supervisor

MISC. CONTRACTS and
AGREEMENTS No. 5075

Gentlemen:

Attached for your records is a fully executed copy of a letter-form agreement (supplemental) concerning the Tygh Creek (Tygh Valley Road) Bridge Section on FAS 311.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc H. S. Cox
(agree. att.)

8094

November 4, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

ORIGINAL SIGNED BY
L. W. RULIEN

FROM L. W. Rulien
Project Management Engineer

SUBJECT Tygh Creek (Tygh Valley) Bridge Sec.
Oregon Project No. ER-308(2)

We are submitting six copies of county force account order covering the surfacing of the above-mentioned project which we wish you to approve.

Also, authorization for county forces to perform the work and a determination that it is in the public interest to do the work by county forces because of the following:

1. The county has the crushed base rock material on hand near the jobsite which eliminates the need for the contractor to either bring in a crushing plant to crush a small amount of material or having to haul the crushed material a considerable distance.

2. It is our opinion that it is more suitable for a county force operation, can be completed more rapidly and at considerably lesser cost.

DAR:bb

cc: H. S. Cox
D. E. Swan
V. E. Skoog
V. L. Gallagher

#8094 10-30-74

U. S. DEPARTMENT OF TRANSPORTA[illegible] FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

[illegible]ERAL AID PROJECT NO. ER-308(2)

STATE PROJECT NO. TYGH CREEK BRIDGE SECTION

PROGRAM NO.

COUNTY NAME WASCO

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

ITEM NO. ER-57

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
ATE HWY EN
[illegible]13'74
REFER TO Hunter
FOR

| | MWS | S/D | D/R | [illegible] | Act | |
|---|---|---|---|---|---|---|
| | | | | | | ✓ |

DATE PS&E APPROVED: OCTOBER 30, 1974

DATE AUTHORIZATION EFFECTIVE: OCTOBER 30, 1974

FEDERAL ROUTE NUMBER: SECONDARY ROUTE 311

STATE ROUTE NUMBER: COUNTY ROAD

GENERAL LOCATION: MILE POST 13.23 TYGH VALLEY ROAD

NOTED
E. S. HUNTER

GENERAL DESCRIPTION OF WORK: GRADING, PAVING AND ONE STRUCTURE

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify)

| | |
|---|---|
| TEMPORARY EROSION CONTROL | $2,000 |
| RELOCATE LOADING DOCK | $1,000 |

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. RULIEN'S OCTOBER 28,1974 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

12-16-74
ORIGINAL TO
L.W. Rulien
w/att.

DATE 10-30-74

SIGNATURE OF APPROVING OFFICIAL CR Burghardt for

TITLE DIVISION ENGINEER

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8094

**OREGON STATE HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

October 28, 1974

Mr. Rex Kniestedt
Wasco County Road Supervisor
Courthouse
The Dalles, Oregon 97058

1 [illegible] ✓
A. Olson
Tarpin
Scott
2 Swenson
P. Olson
Trout

RECEIVED
OCT 29 1974
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver
Do not
Ret
Bring
Other

Dear Rex:

ER January 1974 Storm Damage
Tygh Creek Bridge, MP 13.23
FAS 311, Wasco County

This letter will verify our telephone conversations when we agreed that the County would install the guardrail on the approaches as well as place the base rock and pave the approaches to this structure.

We have taken the liberty of preparing a force order to cover your work and a preliminary copy is enclosed. We will also send you another copy of this force order after it is approved by the FHWA.

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Harold Reynoldson
Rural Program Engineer

HR:mm

cc: L. W. Rulien
J. H. Versteeg

ER-FAS
Wasco Co

SALEM
October 24, 1974

TO Mr. L. W. Rulien
Project Management Engineer
BUILDING

ATT'N Mr. D. E. Swan

Harold Reynoldson
FROM Harold Reynoldson
Rural Program Engineer
County-City Unit

RE ER January 1974 Storm Damage
Tygh Creek (Tygh Valley Road) Bridge
FAS 311
Wasco County

Would you please request the FHWA to make the following changes in the programing for this project:

> The contractor will construct a reinforced concrete bridge 90' long with a 32' roadway and a 5' sidewalk, riprap the river channel, grade the approaches, and furnish the guardrail for the approaches.
>
> The County will place the base rock and pave the approaches to the bridge. The County will also install the guardrail on the approaches.

We feel that it is in the public interest to have the County do this part of the project with their own forces because of the timing for the installation of the guardrail and the small amount of materials needed to base rock and surface the approaches.

HR:mm

☑ ENGR. ☑ ASST. ☑ OE ☑ ~~AE~~ ■ UE
☑ UPE ☑ CE ☑ RE ☒ RPE ☐

8094

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
October 24, 1974

FILE: ~~ENV 2-2~~

Donald L Trout

FROM: Donald L. Trout
Design Office Engineer

SUBJECT: Environmental Requirements Review for November 21, 1974, Bid Letting

TO: MEMORANDUM TO THE FILES

The following jobs tentatively scheduled for November 21, 1974, have been reviewed and the status is as follows:

| | | |
|---|---|---|
| 1. | Tygh Creek (Tygh Valley) Bridge Section | All Clear |
| 2. | M.P. 2.8 & M.P. 7.0 Slide Section | All Clear |
| 3. | Upper Fifteenmile Creek (Quarry) Bridge | All Clear |
| 4. | Pacific Hwy. East @ Gloucester St. (Gladstone) | All Clear |
| 5. | Birch Ave.-Crater Lake Highway | All Clear |
| 6. | Terwilliger Bikeway | All Clear |
| 7. | Oregon Coast Hwy. @ Hemlock (Waldport) | All Clear |

DLT:jh

NOTED
E. S. HUNTER

RECEIVED
OCT 24 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

1 Versteeg ✓
A. Olson
2 Terpin
Scott
Copy Swenson
R. Olson
Trout

RECEIVED
OCT 24 1974
ROAD DESIGN SECTION

Requires Reply ☐
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Receiver Keep
Do not File
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Bring Up ___/___ ___
Other

Copy Hunter

8094
10.-21-74
All Clear
Donald L. Rost

## ENVIRONMENTAL REVIEW

Section Tygh Cr. (Tygh Valley) Br. Sec
Highway #FAS 311 Tygh Valley Rd.
County Wasco
Type of Work S
Date 8-30-74

ENVIRONMENTAL IMPACT STATEMENT: None

NEGATIVE DECLARATION: Standard for all jobs – No apparent conflicts

FISH COMMISSION: Same as Wildlife

WILDLIFE COMMISSION: Objected to ch. ch. & requested the need for it be thoroughly evaluated. New plan satisfactory as evidenced through the removal/fill permit requirements.

DIVISION OF STATE LANDS: Yes – Requirements of permit are being included in the plans & spec's.

DEPT. OF GEOLOGY AND MINERAL INDUSTRIES: No contact necessary.

OTHER:

fas 311
Wasco Co

**MEMO TO FILES**

September 26, 1974

RECEIVED
COUNTY & CITY SECTION
SEP 3 0 1974
☑ ENGR. ☑ COOR. ☑ UE ☒ AE ■ UE
☑ UPE ☐ CE ☑ RE ☒ RPE ☐

RE: ER, January 1974 Storm Damage
Tygh Creek (Tygh Valley Road) Br.
FAS 311
Wasco County

Mr. Rex Kniesteadt, Wasco County Road Superintendent, has requested that we put a 5-foot sidewalk on the downstream side of this bridge.

Harold Reynoldson
Harold Reynoldson
Rural Program Engineer
County & City Unit

HR:ljt

cc: W. J. Hart
J. H. Versteeg ✓

Cop: Pls discuss
Larry

9-?-74
Hal - Larry wants to [illegible] [illegible] [illegible] [illegible] original [illegible] RPE [illegible]

9-30-74 Above was recommended & programming approved by FHWA. Structure will be adjacent to Rodeo Arena & will require capacity for pedestrian traffic. Striping rather than raised walk will satisfy county.
Dm.H.

[illegible] to [illegible]

Copy to:- John Oaks
D.E. Swan
C.E. Swenson
Carl Williams Reg IV

Oregon Transportation Commission
Highway Division
State Highway Building
Salem, Oregon 97310

9-4-74

Attn: County & City Section

SUBJECT: Federal Aid Project No. ER-308(2)

Highway No. FAS 311

Project Name ER, January 1974 Storm Damage
Tygh Creek (Tygh Valley Road) Bridge

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check two)

☑ There has been no displacement of persons from residences, farms, or businesses; or

☑ That all incidental charges related to the transfer of property have been paid by County pursuant to subsection 507 of Section 30 of the Federal-aid Highway Act of 1968.

☐ In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at The Dalles, Oregon,

this 4th day of Sept, 1974.

Wasco County

Judge

Commissioner

Grant C. L. Cyphers
Commissioner

RECEIVED
COUNTY & CITY SECTION
SEP 5 - 1974
☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

7/31/73

8094

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE

August 26, 1974

FILE:

SUBJECT: Tygh Creek (Tygh Valley) Bridge
FAS 311
Wasco County

REFERRED TO

| | |
|---|---|
| Cole | Reed |
| Eriksen | Sample |
| Hager | [✓ Wasson] S.W. |
| [✓ Return] ☐ | Forward ☐ |
| Discuss ☐ | File ☐ |

BY FINAL DESIGN ENGINEER

TO: FILE

In an August 15 letter, Jim Lauman, Wildlife Commission Biologist, indicated that they were concerned about construction of the proposed channel change and in particular, removal of streamside vegetation which "provides habitat for fish and wildlife". The proposed channel change will require removal of some streamside vegetation; however, steps can be taken during construction to reduce the impact of the channel change on habitat.

First, vegetation along the left bank downstream from the structure should not be removed. This can be accomplished by specifying that riprap along that bank be placed from the creek side and that under no circumstance is the streamside vegetation to be disturbed. Willows and cottonwoods should be planted along the right bank in this reach.

Second, vegetation removed along both the left and right banks upstream from the bridge should also be replaced with native trees and brush. These measures may not significantly help fish habitat, but they should maintain wildlife habitat.

The channel change is considered necessary to improve hydraulic characteristics of the crossing and to minimize backwater. Under present conditions the channel maintains an "S" alignment which forces the main current against the northerly bank causing erosion and inefficient use of the bridge opening.

Considerable time and money has been spent on design of this crossing. A change in the location of the structure at this time would require complete redesign of both the bridge and grading plus a delay in contracting the project. It is hoped that replanting areas where foliage is removed will offset the objection of the Wildlife Commission.

1 U
2 T
3 Swenson
R. Olson
Trout

Richard L. Lenz
Hydraulics Engineer

By Stephen H Macnab
Stephen H. Macnab
Assistant Hydraulics Engineer

SHM:mc
cc Victor D. Wolfe
W. J. Hart
J. H. Versteeg ✓
Gary Potter
Carl Williams

8094

FAS 311

**WILDLIFE COMMISSION**

**OFFICE OF THE DIRECTOR**

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

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FRANK A. MOORE, Chairman
DAN CALLAGHAN, Member
MRS. ALLEN BATEMAN, Member
ALLAN L. KELLY, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
Wildlife Director

August 15, 1974

1 Versteeg ✓
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

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AUG 19 1974
ROAD DESIGN SECTION

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Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

Mr. J. H. Versteeg
Oregon State Highway Division
Road Design Engineer
Highway Building
Salem, Oregon 97310

Dear Mr. Versteeg:

Wildlife Commission staff have reviewed the below listed projects and our comments are as follows:

1. Goat Ranch Section, Powers Highway, Coos County. We anticipate no serious fish or wildlife conflicts from this proposal providing all work is done in a manner to minimize turbidities and areas of soil disturbance are revegetated.

2. South Fork Clackamas River - Bull Creek Section, Clackamas Highway, Clackamas County. We shall concur with the Fish Commission of Oregon's comments on this project.

3. Fifteenmile, Ramsey and Larch Creek Bridges, FAS 709, 710, Wasco County. We do not anticipate significant adverse impacts from these projects. However, we will provide recommendations through fill/removal permits that are designed to minimize potential conflicts with fish and wildlife.

4. Tygh Creek and North Fork Mill Creek Bridges, County Roads Nos. 229 and 509, Wasco County. This project has been reviewed through the fill/removal permit law and our comments on this proposal are attached.

cc: E. S. Hunter
L. W. Rulien
W. J. Hart
Robert E. Royer
George Wills
C. G. Swenson
F. E. Terpin
D. L. Trout
Gary Potter
E. L. Hardt (6)
A. E. Shirley (2)
Carl Williams (12)
W. E. Schwartz (2)

cc's sent 8-19-74

5. M.P. 3.6 Slide Section, FAS 131 (Clackamas River Road), Clackamas County.
This project has been reviewed through the fill/removal permit law and our comments are attached.

6. Willow Creek Bridge, County Road 723 and 729, Gilliam County.
We are concerned with the channel change upstream from the bridge (729). We encourage the Highway Division to analyze the necessity for this work. We would prefer to see the existing north bank riprapped and the south bank untouched. If it is determined that the channel change is needed to insure structural integrity, please advise.

7. Rock Creek Section, Sunset Highway, Clatsop County.
This project does present certain aspects which could be detrimental to anadromous salmonid production. We do not have any basic objections to the proposal, but prefer to withhold specific comments until review of a fill/removal permit.

8. Campbell Creek Section, County Road No. 411 (Proctor Road) Wasco County.
We would anticipate no serious impacts to fish and wildlife providing this job be conducted during the low flow season.

9. Tygh Creek (Tygh Valley) Bridge Section, FAS 311 (Tygh Valley Road), Wasco County.
We recommend that the necessity for the proposed channel change be evaluated. The existing stream course with its streamside vegetation does provide habitat for fish and wildlife. This habitat would be negatively impacted if the channel change were constructed.

10. Jap Hollow Creek Section, County Road, No. 129 (Jap Hollow Road), Wasco County.
This project has been reviewed through the fill/removal permit law and our comments are attached.

Plans for the above listed projects include several channel change proposals. We feel that stream channel changes should be kept to an absolute minimum and eliminated whenever possible. Studies in various western states have shown that fishery resources are negatively affected by channel changes and this impact frequently lasts for many years. Therefore, we encourage the Highway Division to evaluate the necessity for the proposed channel changes.

If I may be of any further assistance or explain our position on any of the above listed projects more thoroughly, please call.

Sincerely,

Jim Lauman

Jim E. Lauman, Biologist
Environmental Management Section

Attachments

cc Fish Commission of Oregon
Al Lichens
Jay Massey

JEL:lo

Date 8-9-74

County Wasco

River Tygh + Mill

Name of Applicant OSHD

State Permit No. 1636 Corps of Engineers PN. No. ______

(✓) new ( ) renewal

Water Quality Conditions

(✓) 1. The water quality standard for this operation is:
  ( ) a. turbidity increase limited to 5 JTU's over background.
  ( ) b. no turbidity increase when background is 30 JTU's or less; 10% increase when background more than 30 JTU's.
  (✓) c. in a manner that will minimize any turbidity

( ) 2. The operation shall be conducted behind a berm or leave strip sufficient to isolate the operation from the free-flowing stream.

(✓) 3. ~~Fill materials, waste~~ materials, and spoils shall be placed:
  (✓) a. above the bankline (elvation ______________).
  ( ) b. above Mean Higher High Water.
  ( ) c. behind previously constructed berms.
  ( ) d. only on sites approved by the Division of State Lands.
  ( ) e.

( ) 4. Waste Waters from the project
  ( ) a. shall not be allowed to re-enter the waterway.
  ( ) b. shall be provided adequate settling time.
  ( ) c. shall meet conditions of DEQ permit.
  ( ) d.

( ) 5. There shall be no removal or filling in the permit area between (dates) ______________ for the following reasons: ______________

(✓) 6. There shall be no operation of equipment in the active flowing stream:
  (✓) a. between the dates of April 1 – Sept. 31
  ( ) b. except to construct or maintain berm, such work to be done only between the dates of ______________
  ( ) c.

Operating Conditions

(✓) 1. The stream shall not diverted from the natural bed.

( ) 2. At project's completion, the stream shall be
  ( ) a. placed in a single channel
  ( ) b. returned to the channel described on page 2 of the application.
  ( ) c. returned to the original channel

- - more - -

Lo 8/13/74
DSL
DEQ
OFC

141-31-02-74a

( ) 3. All potholes or removal pits shall be
  ( ) a. leveled
  ( ) b. connected to the stream
  ( ) c. by (date) ____________________
  ( ) d. at end of season's work

( ) 4. Material shall not be removed to a depth greater than
  ( ) a. ______________ feet (below) (above) ordinary low water
  ( ) b. ______________ feet (below) (above) the streambed
  ( ) c. the water surface level at time of operation
  ( ) d.

( ) 5. A new channel may be constructed under these conditions:
  ( ) a. there shall be no operation of equipment in the active flowing stream except to connect the newly dug channel into the existing stream
  ( ) b. the new channel shall have a pool-riffle ratio of ______________
  ( ) c. the old channel shall be permanently blocked at upstream/downstream end with impervious material protected by suitable bank protection
  ( ) d. spoils from the excavation of the new channel shall be stockpiled and after the diversion has been accomplished the material may be used to fill the abandoned channel.
  ( ) e. the new channel shall be completely excavated before diverting the stream flow
  ( ) f.

Bank Protection Conditions

(✓) 1. Clean, durable riprap shall be placed on disturbed or damaged streambanks:
  ( ) a. in a manner that does not appreciably increase the upland surface area
  ( ) b. before (date) ____________________

(✓) 2. The area of streambank disturbance shall be ~~protected by placing material~~, re - vegetat~~ive~~ed ~~cover on the slopes.~~ The cover shall include but not be limited to:
  (✓) a. grass/legumes
  ( ) b. shrubs
  ( ) c. trees
  ( ) d.

( ) 3. All riprap shall be placed from above the bankline.

( ) 4. The completed revetment shall have a slope no steeper than (specify 2:1, etc.) ____________________

(✓) 5. There shall be no operation of equipment in the water except to dig a toe trench.

(✓) 6. Streambed gravels may be used to prepare a filter blanket.

(✓) 7. No removal of woody vegetation ~~shall~~ should occur.

If you are requesting denial, have you notified the applicant of your concerns?

DSL retains the right - - -

OWC

Date 8-7-74

County Clackamas

River Clackamas

Name of Applicant OSHD

State Permit No. 1652 Corps of Engineers PN. No. ________

(✓) new ( ) renewal

Water Quality Conditions

(✓) 1. The water quality standard for this operation is:
  (✓) a. turbidity increase limited to 5 JTU's over background.
  ( ) b. no turbidity increase when background is 30 JTU's or less; 10% increase when background more than 30 JTU's.
  ( ) c.

( ) 2. The operation shall be conducted behind a berm or leave strip sufficient to isolate the operation from the free-flowing stream.

(✓) 3. ~~Fill materials~~, waste materials, and spoils shall be placed:
  (✓) a. above the bankline (elvation ________).
  ( ) b. above Mean Higher High Water.
  ( ) c. behind previously constructed berms.
  ( ) d. only on sites approved by the Division of State Lands.
  ( ) e.

( ) 4. Waste Waters from the project
  ( ) a. shall not be allowed to re-enter the waterway.
  ( ) b. shall be provided adequate settling time.
  ( ) c. shall meet conditions of DEQ permit.
  ( ) d.

(✓) 5. There shall be no removal or filling in the water ~~permit area~~ between (dates) Sept. 15 - July 1 for the following reasons: ________

(✓) 6. There shall be no operation of equipment in the active flowing stream:
  ( ) a. between the dates of Sept. 15 - July
  ( ) b. except to construct or maintain berm, such work to be done only between the dates of ________
  ( ) c.

Operating Conditions

(✓) 1. The stream shall not be diverted from the natural bed.

( ) 2. At project's completion, the stream shall be
  ( ) a. placed in a single channel
  ( ) b. returned to the channel described on page 2 of the application.
  ( ) c. returned to the original channel

- - more - -

LO 8/7/74
DSL
DEQ
OFC

141-31-02-74a

( ) 3. All potholes or removal pits shall be
- ( ) a. leveled
- ( ) b. connected to the stream
- ( ) c. by (date) ________________
- ( ) d. at end of season's work

( ) 4. Material shall not be removed to a depth greater than
- ( ) a. __________ feet (below) (above) ordinary low water
- ( ) b. __________ feet (below) (above) the streambed
- ( ) c. the water surface level at time of operation
- ( ) d.

( ) 5. A new channel may be constructed under these conditions:
- ( ) a. there shall be no operation of equipment in the active flowing stream except to connect the newly dug channel into the existing stream
- ( ) b. the new channel shall have a pool-riffle ratio of __________
- ( ) c. the old channel shall be permanently blocked at upstream/downstream end with impervious material protected by suitable bank protection
- ( ) d. spoils from the excavation of the new channel shall be stockpiled and after the diversion has been accomplished the material may be used to fill the abandoned channel.
- ( ) e. the new channel shall be completely excavated before diverting the stream flow
- ( ) f.

Bank Protection Conditions

(✓) 1. Clean, durable riprap shall be placed, ~~on disturbed or damaged streambanks~~:
- (✓) a. in a manner that does not appreciably increase the upland surface area
- ( ) b. before (date) ________________

(✓) 2. The area of streambank disturbance shall be ~~protected by placing material,~~ re- vegetat~~ive~~ed ~~cover on the slopes~~. The cover shall include but not be limited to:
- (✓) a. grass/legumes
- ( ) b. shrubs
- ( ) c. trees
- ( ) d.

(✓) 3. All riprap shall be placed from above the bankline.

(✓) 4. The completed revetment shall have a slope no steeper than (specify 2:1, etc.) 2:1 unless hand placed

(✓) 5. There shall be no operation of equipment in the water except to dig a toe trench.

(✓) 6. Streambed gravels from toe trench or other approved site may be used to prepare a filter blanket.

(✓) 7. No removal of woody vegetation ~~shall~~ should occur.

If you are requesting denial, have you notified the applicant of your concerns?

OWC

Date 8-14-74

County Wasco

River Tap Hollow Cr

Name of Applicant OSHD

State Permit No. 1661

Corps of Engineers PN. No. ________

(✓) new ( ) renewal

**Water Quality Conditions**

(✓) 1. The water quality standard for this operation is:
- ( ) a. turbidity increase limited to 5 JTU's over background.
- ( ) b. no turbidity increase when background is 30 JTU's or less; 10% increase when background more than 30 JTU's.
- (✓) c. in a manner to minimize turbidity

( ) 2. The operation shall be conducted behind a berm or leave strip sufficient to isolate the operation from the free-flowing stream.

(✓) 3. ~~Fill materi~~als, waste materials, and spoils shall be placed:
- (✓) a. above the bankline (elvation ________).
- ( ) b. above Mean Higher High Water.
- ( ) c. behind previously constructed berms.
- ( ) d. only on sites approved by the Division of State Lands.
- ( ) e.

( ) 4. Waste Waters from the project
- ( ) a. shall not be allowed to re-enter the waterway.
- ( ) b. shall be provided adequate settling time.
- ( ) c. shall meet conditions of DEQ permit.
- ( ) d.

( ) 5. ~~There shall be no~~ Removal or filling in the permit area, should be done ~~between~~ (dates) during the low flow season for the following reasons: ________

( ) 6. There shall be no operation of equipment in the active flowing stream:
- ( ) a. between the dates of ________
- ( ) b. except to construct or maintain berm, such work to be done only between the dates of ________
- ( ) c.

**Operating Conditions**

( ) 1. The stream shall not be diverted from the natural bed.

(✓) 2. At project's completion, the stream shall be
- (✓) a. placed in a single channel
- ( ) b. returned to the channel described on page 2 of the application.
- ( ) c. returned to the original channel

- - more - -

Lo 8/14/74
DSL
DEQ
OFC

( ) 3. All potholes or removal pits shall be
( ) a. leveled
( ) b. connected to the stream
( ) c. by (date) ____________________
( ) d. at end of season's work

( ) 4. Material shall not be removed to a depth greater than
( ) a. ______________ feet (below) (above) ordinary low water
( ) b. ______________ feet (below) (above) the streambed
( ) c. the water surface level at time of operation
( ) d.

(✓) 5. A new channel may be constructed under these conditions:
( ) a. there shall be no operation of equipment in the active flowing stream except to connect the newly dug channel into the existing stream
( ) b. the new channel shall have a pool-riffle ratio of ____________
( ) c. the old channel shall be permanently blocked at upstream/downstream end with impervious material protected by suitable bank protection
( ) d. spoils from the excavation of the new channel shall be stockpiled and after the diversion has been accomplished the material may be used to fill the abandoned channel.
(✓) e. the new channel shall be completely excavated before diverting the stream flow
( ) f.

Bank Protection Conditions

( ) 1. Clean, durable riprap shall be placed on disturbed or damaged streambanks:
( ) a. in a manner that does not appreciably increase the upland surface area.
( ) b. before (date) ____________________

(✓) 2. The area of streambank soil disturbance shall be ~~protected by placing material,~~ re-vegetative ~~cover on the slopes~~. The cover shall include but not be limited to:
(✓) a. grass/legumes
( ) b. shrubs
( ) c. trees
( ) d.

( ) 3. All riprap shall be placed from above the bankline.

( ) 4. The completed revetment shall have a slope no steeper than (specify 2:1, etc.) ________________________

( ) 5. There shall be no operation of equipment in the water except to dig a toe trench.

( ) 6. Streambed gravels may be used to prepare a filter blanket.

( ) 7. No removal of vegetation shall occur.

If you are requesting denial, have you notified the applicant of your concerns?

OWC

8094

**FISH COMMISSION**

**OFFICE OF THE DIRECTOR**

307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, OREGON • 97201

TOM McCALL
GOVERNOR

COMMISSIONERS
JOSEPH I. EOFF
Chairman
JACK F. SHIELDS
Vice Chairman
McKEE A. SMITH
Member
THOMAS E. KRUSE
State Fisheries Director

August 5, 1974

cc: E. S. Hunter
L. W. Rulien
W. J. Hart
Robert E. Royer
George Wills
Gary Potter
C. G. Swenson
F. E. Terpin
D. L. Trout
Carl Williams (6)
W. E. Schwartz (2)
E. L. Hardt (2)
A. E. Shirley (2)

NOTED
E. S. HUNTER

cc's sent 8-8-74

Mr. J. H. Versteeg
Oregon Highway Department
Highway Building
Salem, Oregon 97310

Dear Mr. Versteeg:

The projects listed below along with your comments were received from your office by letter dated July 24, 1974:

1. Jap Hollow Creek Section, County Road 129, Wasco County
2. Camp Bell Creek Section, County Road 411, Wasco County
3. Tygh Creek Bridge Section, FAS 311, Wasco County
4. Poorman's Creek Section, Jacksonville Highway, Jackson County

The plans indicate several channel change proposals for the above projects. We feel that stream alteration should be kept to a minimum or eliminated whenever possible. Studies in such states as Oklahoma, California, Idaho, Montana and Michigan show that altered sections of streams never fully return to the unaltered state, and much of the time never recuperate more than 60 percent.

The above projects though are in areas where the Oregon Wildlife Commission has local fishery scientists, thus we will support their recommendations on fishery safeguards.

5. Bear Creek Section, FAS 32-100, Wallowa County. As indicated on the channel change profile, Bear Creek is extremely steep in this area.

_____Versteeg
_____A. Chan
_____Terpin
_____Scott
_____Swenson
_____R. Olson
_____Trout

RECEIVED
AUG [illegible]
ROAD DESIGN SECTION

RECEIVED
AUG 8 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Steelhead are able to pass through this section mainly because of the meandrous, sinewous type of alignment. Reconstruction of the stream into a straight-cut channel change with relatively smooth bottom and sides will no doubt create a velocity barrier to fish. We therefore recommend that the existing stream alignment be maintained including the crossing location. The roadway embankment upstream from the crossing may be stabilized by placing riprap along the wetted area.

6. Rock Creek Section, Sunset Highway, Clatsop County. We approve the channel change and superspan crossing provided stream siltation be kept to a minimum and work in an active flowing stream be done between June 1 and October 1.

The opportunity to review these projects is appreciated.

Sincerely,

Burt Carnegie Rw

BURT CARNEGIE
FISH PASSAGE SPECIALIST

8094

7-15-74

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSACTION NUMBER 7-27

# TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 7-15-74

BY (Signature): L. W. RULIEN'S JULY 11, 1974 LETTER

TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS 1974 - ER

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 57 THRU ______

| ITEM NO. | PROJECT NOS. | LENGTH (Miles) | TOTAL ESTIMATED COST | FEDERAL FUNDS |
|---|---|---|---|---|
| 57 | ER-308(2) | 0.14 | 308,750 | 308,750 |

OTHER IDENTIFICATION AND/OR REMARKS (State)

| LOCATION | WORK |
|---|---|
| TYGH CREEK BRIDGE SECTION<br>FAS 311 MP 13.23<br>WASCO COUNTY-STATE OF OREGON. | PRELIMINARY ENGINEERING, GRADE, PAVE AND STRUCTURE. |

RECEIVED
STATE HWY ENGR
JUL 16 '74
REFER TO
FOR

REMARKS (Division)

I CONCUR THAT THE NEGATIVE DECLARATION FOR EMERGENCY RELIEF PROJECTS RECEIVED MARCH 26, 1974 AND CONCURRED IN BY FHWA -OREGON DIVISION APRIL 2, 1974 APPLIES TO THE SUBJECT PROJECT AS PROGRAMED.

| RECOMMENDED | | APPROVED | |
|---|---|---|---|
| DATE | SIGNATURE AND TITLE | DATE | SIGNATURE AND TITLE |
| | | 7-15-74 | G. L. GREEN, DIVISION ENGINEER |

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

Orig to Hunter
Copy to Peters 7/15/74

8094

July 11, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM
L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
1974 Emergency Relief

We are submitting program data for Item 57, Project No. ER-308(2) for the Tygh Creek Bridge Section of FAS 311 in Wasco County which we desire to include in the Federal-aid Emergency Relief Program occasioned by the January 1974 storms. We are also sending a copy of our hydraulic study report.

P.S. & E. documents will be submitted during the month of July with a P.S. & E. request for authorization for the contract work on August 2, 1974. We presently intend to receive bids for this project on August 29, 1974.

DAR:js

Budget Bureau No. 41-R2867; A

U.S. DE

| | | |
|---|---|---|
| MONTHLY TRANSACTION NO. 7-27 | FORM PR-1 (REV. 4-61) | |
| DATE SUBMITTED TO W.O. JUL 15 1974 | July 11, 1974 | **FEDERAL-AID PROGRAM DATA**<br>(PPM 21-1) |

| CARD | REPORT NUMBER | PROJECT LOCATION (45 typewriter spaces) | | ADT PRESENT | FUTURE | YEAR | REGION | STATE NAME |
|---|---|---|---|---|---|---|---|---|
| 2 | 1 | Co.Rd. 0.25 mi. S. of The Dalles-Cal. Hwy. | **ADT** | 560 | 900 | 94 | 10 | Oregon |

| CARD | CHARACTER OF PROPOSED WORK (35 typewriter spaces) | NATL. FOREST | FH ROUTE NO. | SUPV. AGCY. | UA CLASSIF. | UA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER PREFIX LETTER(S) | NUMBER |
|---|---|---|---|---|---|---|---|---|---|---|
| 3 | P.E. Gr. Pave, & Str. | | | | | | 74-1 | | ER- | 308 |

| CARD | CLASS OF FEDERAL FUNDS | COUNTY NAME | | | CODE |
|---|---|---|---|---|---|
| | Emergency Relief | Wasco | | | 065 |
| | NAME OF URBAN AREA | ROUTE NO. S | FEDERAL-AID 311 | STATE Co.Rd. | U.S. |

| CARD | LINE NO. | CHANGE CODE | PROJECT CODE | CLASS | WORK TYPE | WORK STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (14-15) | (16) | 41 | 42 | 43  46 | 53 | | (54) (58) | (59) (66) | (67) (70) | | |
| 5 | 10 | | | 1 | **PE** | 3 | Co.Rd. 0.25 mi. S. of The Dalles-California Highway | 0.14 | 8,750 | 8,750 | | |
| 5 | | | | | **ROW** | | (M.P. 13.23) | | | | | |
| 5 | 30 | | | 3 | **CONST** (CODE)<br>Stage 2<br>6201<br>X081 | 3 | (Tygh Creek Bridge Section) | 0.14 | 300,000 | 300,000 | | |

| CARD | CODE | PREPARED BY | | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | | |
|---|---|---|---|---|---|---|---|---|
| 1 | 1 | | PROJECT TOTALS | 0.14 | 308,750 | 308,750 | | |
| 1 | 14 | PROGRAM APPROVAL DATES<br>JUL 15 1974<br>FHWA OREGON DIVISION | | | (16) (23) | (24) (30) | | |

REMARKS Restoration is necessary be
caused by unusually heavy rainfa
resulting in excessive runoff du
1974 storms.

RECEIVED
COUNTY & CITY SECTION
JUL 16 1974
☐ ENGR. ☑ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ UPE ☐

7-27

JUL 15 1974

FORM PR-1 (REV. 4-61)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

July 11, 1974

# FEDERAL-AID PROGRAM DATA

(PPM 21-1)

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| OJECT LOCATION (45 typewriter spaces)<br>o.Rd. 0.25 mi. S. of The Dalles-Cal. Hwy. | ADT | PRESENT<br>560 | FUTURE<br>900 | YEAR<br>94 | REGION<br>10 | STATE NAME<br>Oregon | STATE CODE<br>41 |
| | | | | | | APPN CODE<br>098 | ITEM NO.<br>57 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| ED WORK (35 typewriter spaces)<br>& Str. | NATL. FOREST | [illegible] | [illegible] | [illegible] CLASSIF. | [illegible] AREA | EMERG. YR.<br>74-1 | PL. AUTH YR |

PROJECT NUMBER

| PREFIX LETTER (S) | NUMBER | SEQ. NO. | I Projects Only POST MI. | DESIG. |
|---|---|---|---|---|
| ER- | 308 | (2) | | |

DS
Emergency Relief

COUNTY NAME: Wasco CODE 065

ROUTE NO. S | FEDERAL-AID 311 | STATE Co.Rd. | U.S.

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

| WORK TYPE | STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|---|---|---|
| E | 3 | Co.Rd. 0.25 mi. S. of The Dalles-California Highway | 0.14 | 8,750 | 8,750 | | | P.E. (All Phases) Flood repair, gr., pave, channel change, riprap, guardrail, const. 1 precast beam bridge 80' long, 32' wide with a 5' sidewalk on one side. |
| OW | | (M.P. 13.23) | | | | | | |
| ONST<br>age 2<br>01<br>81 | 3 | (Tygh Creek Bridge Section) | 0.14 | 300,000 | 300,000 | | | (work by regular advertised contract) |
| | | PROJECT TOTALS | 0.14 | 308,750 | 308,750 | | | |

RECEIVED
COUNTY & CITY SECTION
JUL 16 1974
☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

ROVAL DATES
1974
N DIVISION

REMARKS Restoration is necessary because of damage caused by unusually heavy rainfall and snowmelt resulting in excessive runoff during the January 1974 storms.

-over-

USCOMM DUSCOMM-DC 40800-P71

## TYGH CREEK BRIDGE SECTION

## PROJECT NO. ER-308(2)

Remarks - continued:

Existing Facility - The present structure built in 1917 is an 80' long two span concrete slab bridge with heavy parapets acting as edge beams.

Project Data: Flood water in Tygh Creek during the January 1974 storm undermined the north and center bents of the Tygh Creek bridge allowing the structure to settle in the center about 4 inches causing cracks in the superstructure to the extent that the bridge must be replaced. The State has made a hydraulic study with a resultant recommendation to make a channel change for a better flow pattern through the structure and raise the structure about 2.5 feet. Grading on both ends of the structure will be necessary to match the new grade of the structure. Contract construction cost for the channel change work, riprap, grading, surfacing, paving, guardrail, guardrail bridge connectors, one 80-foot long bridge 32 feet wide with one 5-foot sidewalk is estimated to cost $300,000.

Requirements of PPM 90-1: A negative declaration for emergency relief projects, statewide, for temporary and permanent repair of damages to highways and highway facilities caused by a natural disaster or catastrophic failure, was submitted to and approved by the FHWA on April 2, 1974.

A-95 Review: The project is exempt from State Clearinghouse review under working agreement dated April 7, 1972.

System Action: Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Public Hearings, Location and Design Ap
paragraph 3c of PPM 20-8.

Note: This project is in Congressional

# TYGH CREEK BRIDGE SECTION

## PROJECT NO. ER-308(2)

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Review: The project is exempt from State Clearinghouse review working agreement dated April 7, 1972.

em Action: Airports, Railroads, Water Developments, Historical ecreational Areas: None involved.

Public Hearings, Location and Design Approval: Not required under paragraph 3c of PPM 20-8.

Note: This project is in Congressional District No. 2.

erfas

Form 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE

**FILE:**

Salem, Oregon

July 3, 1974

**FROM:**

**TO:** MEMO TO FILES

**SUBJECT:** Hydraulic Study
Tygh Creek at Tygh Valley
FAS 311
Wasco County

Tygh Creek crossing is located on the northerly end of the community of Tygh Valley on old Highway 197 -- presently FAS 311. Damage to the existing 80-foot long, double-span structure originally occurred in 1964 when flood waters undermined the center bent causing deflection of the bridge deck and subsequent cracking of the slab. Flood waters in January 1974 cause further damage to the structure. It was the opinion of Mr. Robert Pillsbury, FHWA, that loss of the bridge was imminent if another large flood should occur.

The existing structure has a solid concrete center bent skewed to the channel. As a result most of the current passes through the northerly opening causing substantial streambed scour. In the southerly opening velocities are low and a gravel bar has formed. In essence, the foundation failure resulted from scour produced by high flow velocities through the northerly opening.

Inspection of the bridge site indicates that relocation of the new structure further to the south as shown on the attached mosaic would result in a better alignment between the bridge and channel. Mr. Rex Kniesteadt, Wasco County Road Superintendent, was given a copy of the relocation proposal for his review and comments. After an on-site study and conversations with affected property owners, he informed this office that the proposal met with his approval. The plan was then given to the Bridge Section, County-City Section, and Design Section for their review. Mr. Kniesteadt, also, stated that he would like the gradeline on the southerly end to be maintained at a high elevation to be tied into the existing southerly hillside grade as shown on the attached profile.

HYDROLOGY

Tygh Creek drains an area at the proposed site of about 131 square miles. A slope-area measurement was made from highwater information on the January 1974 flood and indicated a discharge of 2,800 cfs. Regional analysis of stream flow data from gaging stations in the area suggests that the following flow rates could be expected for the frequencies shown:

| Design Frequency | Peak Discharge |
|---|---|
| 10-year | 1,900 cfs |
| 25-year | 2,700 cfs |
| 50-year | 3,300 cfs |

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JUL 5 - 1974
☑ ENGR. ☑ COOR. ☑ CE ☑ RE ■ UE
☑ UPE ☑ CE ☑ RE ☑ DPE ☐

It can be seen that the 1974 flood had a return frequency of only 25 years.

HYDRAULIC REQUIREMENTS

Based on the data obtained during the field survey and a 50-year design peak of 3,300 cfs, it was determined that a 40-foot bottom trapezoidal channel change with 1 1/2:1 side slopes was necessary to maintain the existing energy relationships of Tygh Creek. With this size channel, the flow depth would be about 9.5 feet with a hydraulic gradient of 0.5%.

If a vertical abutment structure is chosen, it should provide a minimum 55-foot channel width normal to flow, which on a 45° skewed alignment would result in a bridge length of about 80 feet. Bridge abutments should be aligned parallel to the channel so as to increase the efficiency of the bridge opening and to minimize any backwater.

RIPRAP

Class 700 riprap should be used at the ends of each wingwall for a distance of not less than 25 feet. Riprap should also be used along the northerly bank at the downstream end of the channel change as shown on the attached mosaic.

Richard L. Lenz
Hydraulics Engineer

By Stephen H Macnab
Stephen H. Macnab
Assistant Hydraulics Engineer

Attachment
SHM:ko
cc Victor D. Wolfe
Walter J. Hart
J. H. Versteeg
Carl Williams
Harold Reynoldson —

## HYDRAULIC DATA

| | Design Flood | Max, Flood yr ( 1974 ) |
|---|---|---|
| Discharge-c.f.s. | 3,300 cfs | 2,800 cfs |
| Frequency-yrs | 50 yrs | 25-yr |
| H.W. Elevation Natural Channel | 1105.0 | 1104.5 |
| H.W. Elevation Channel Change | | |
| Velocity - f.p.s. | | |

NOTE FOR CANAL :

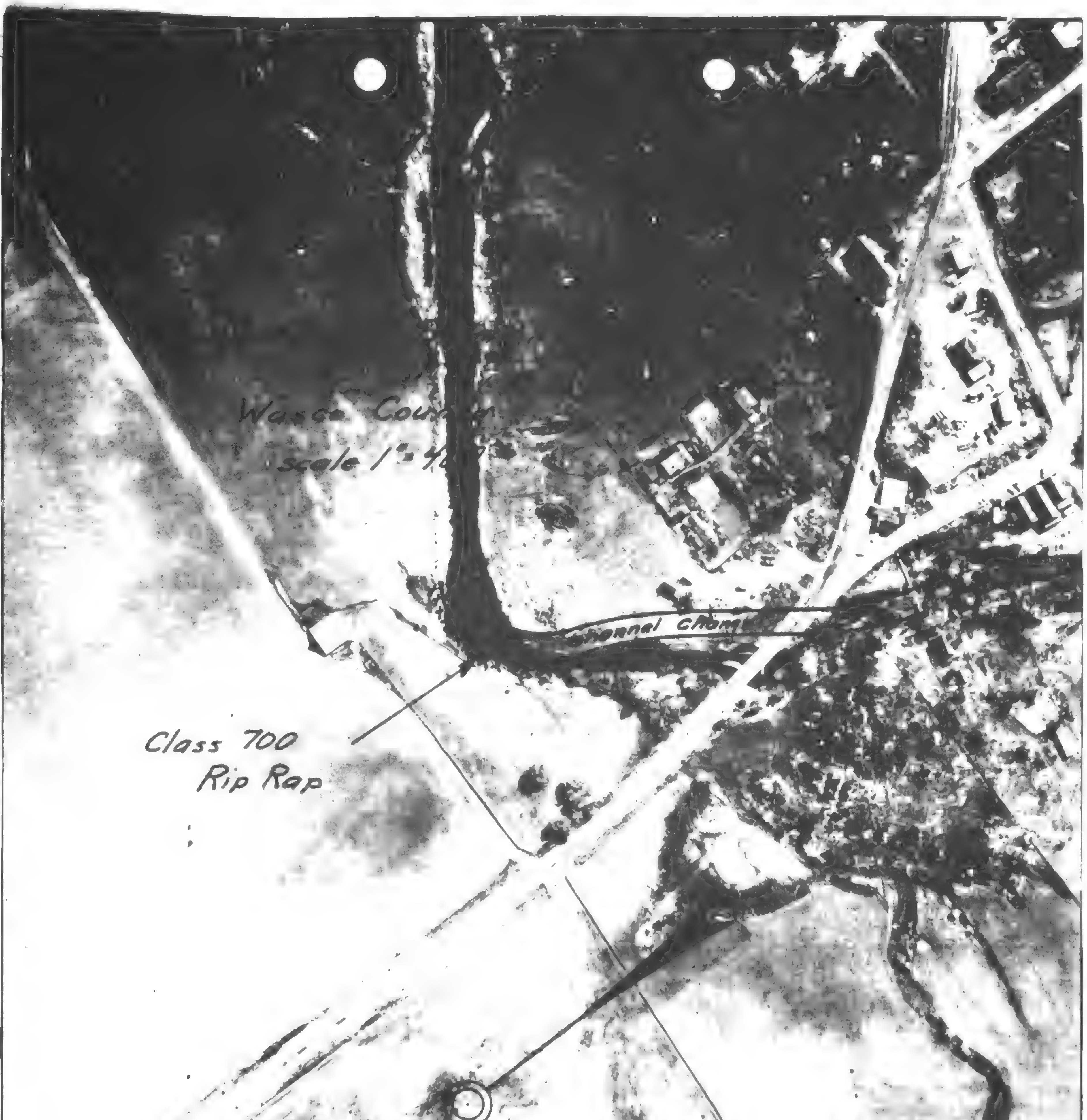
"Design Flood" = Design Flow

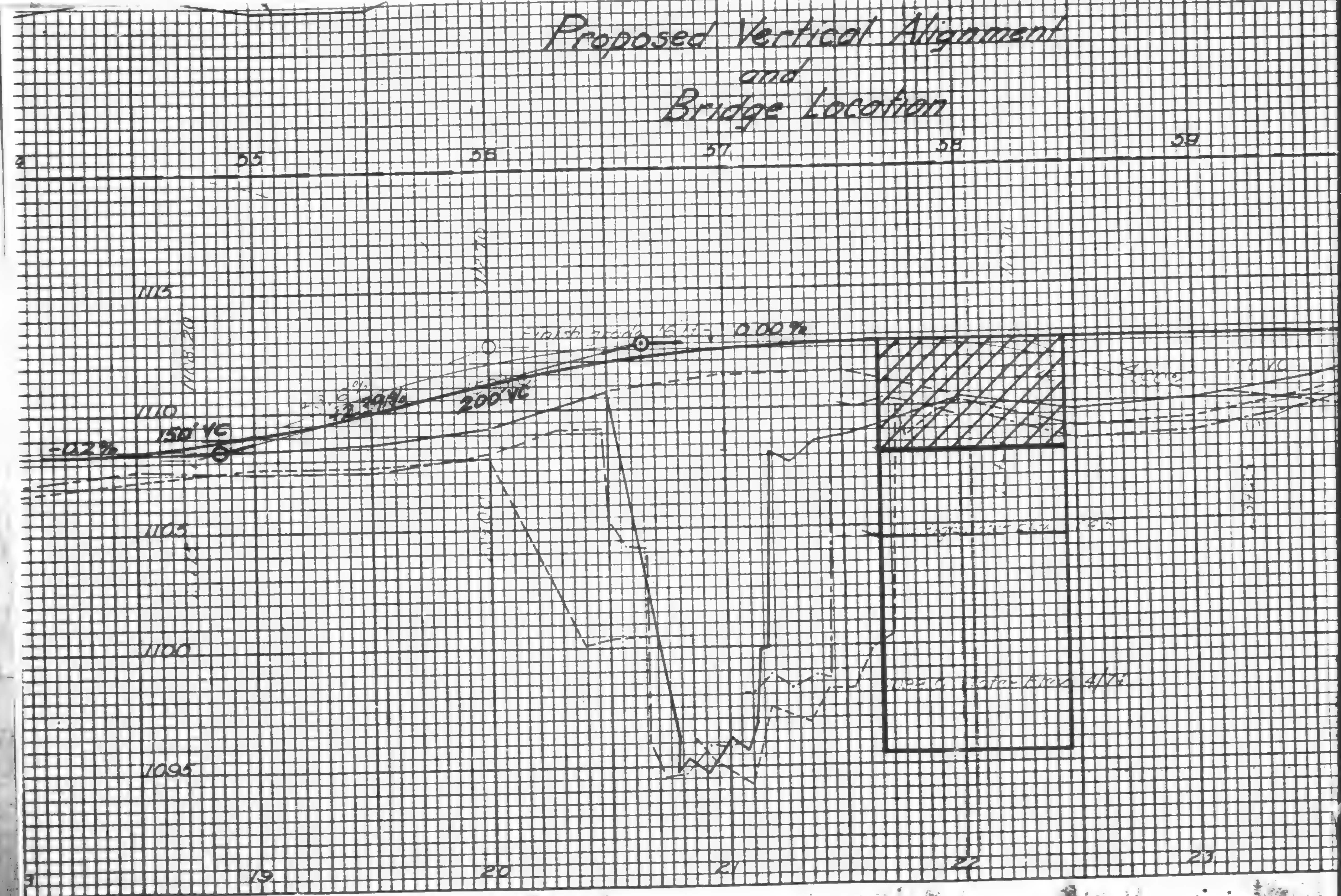
" Discharge" = Capacity

OREGON STATE HIGHWAY DIVISION
HYDRAULIC UNIT

Tygh Creek @ Tygh Valley
FAs 311

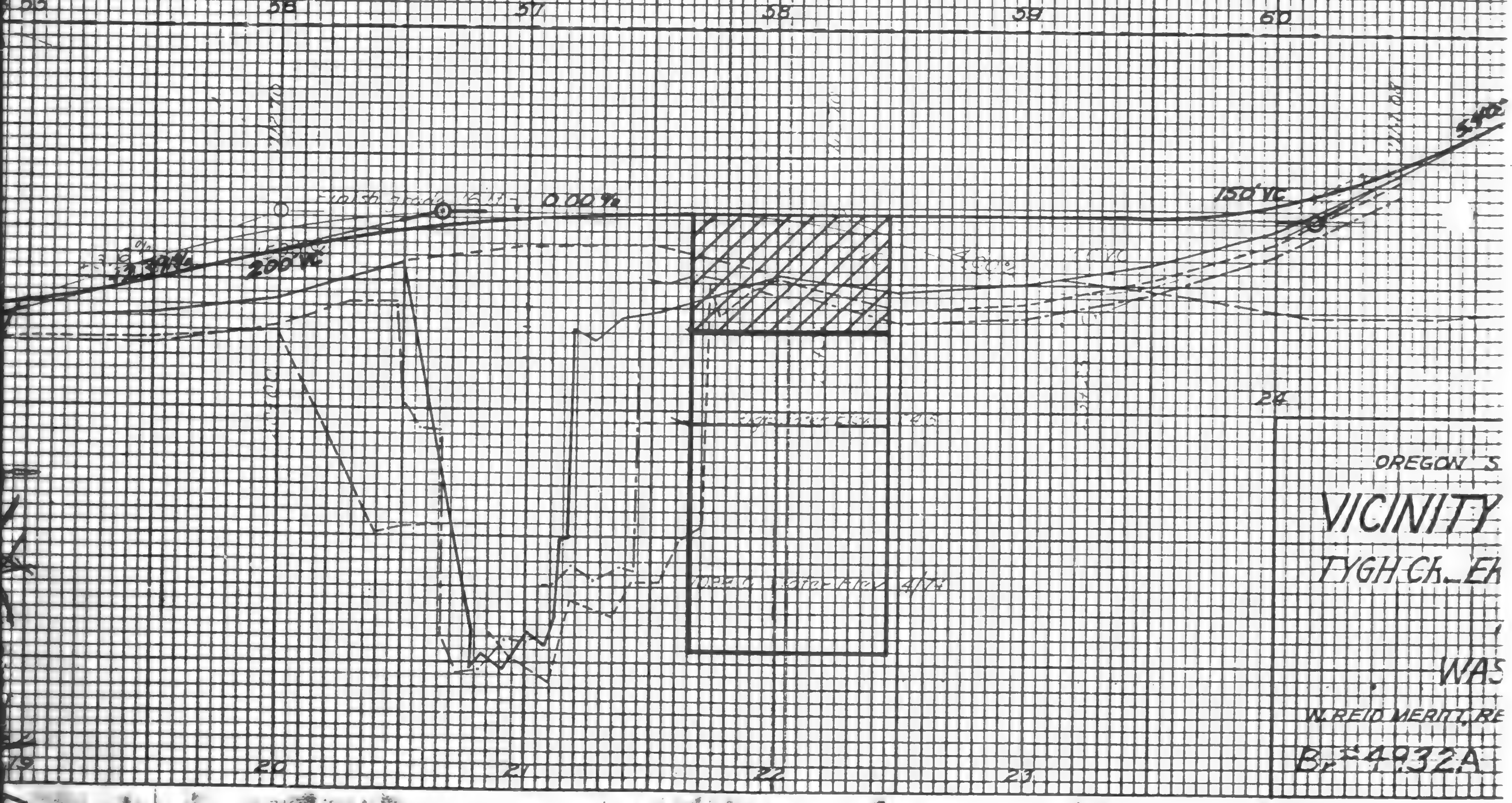
| COMPILED BY | DATE |
|---|---|
| S. H. Macnab | July, 3, 1974 |


Wasco Coun
scale 1"= 40
channel chan
Class 700
Rip Rap



Proposed Vertical Alignment
and
Bridge Location

# Proposed Vertical Alignment
and
Bridge Location



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WAS

W. REID MERITT, RE

Br. 4932A

8094

**OREGON STATE**
**HIGHWAY DIVISION**

P.O. BOX 30 • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

June 27, 1974

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Re: Tygh Creek Bridge
FAS 311, Tygh Valley Road
Wasco County

Dear Mr. Green:

We have contacted Wasco County about this structure and they agree that its condition is cause for concern.

They will post the bridge for 12 tons until such time that it is replaced. This will not be a popular decision due to the amount of logging trucks using the bridge.

The replacement structure is scheduled for bid opening on August 29, 1974, using ER funds for financing.

Very truly yours,

Original Signed By
JOHN H. WOOD

John H. Wood
Bridge & Sign Maintenance Engineer

bc: H. S. Coulter
E. S. Hunter
W. J. Hart

NOTED
H.S.COULTER

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

# *Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 14, 1974

In reply refer to: 10-41.71/409.1

SUBJECT: Oregon State Route #311
Tygh Valley Loop

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The Tygh Creek crossing on the old Tygh Valley Road was severely damaged in last winter's floods. The center pier was undermined and was found to deflect under loaded logging trucks. In addition the concrete parapets of the bridge, which serve as edge beams, are cracked their entire length from when the center pier was completely washed out in the 1964 flood.

We have reviewed Wasco County's last inspection report dated September 17, 1973 and the Bridge Inventory form. According to these reports the bridge is in good condition, although the operating rating is 12.2 tons.

In view of the above described damage we recommend that you have the County reinspect the bridge and rerate its load capacity and possibly post the structure during the next few months before a replacement structure can be constructed.

For G. L. Green

NOTED
A. E. JOHNSON

RECEIVED
JUN 19 1974
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
JUN 18 '74
REFER TO
FOR
Info | Prep | C/JD | D/R | Sign | Act | File
X X

MAINTENANCE ENGINEER

NOTED
J. H. WOOD

Answered
6-27-74
JHW

ee/fea

**OREGON STATE**
**HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

June 20, 1974

Rex Knesteadt
Road Superintendent
Wasco County Courthouse
The Dalles, Oregon 97058

Dear Mr. Knesteadt:

Attached is a copy of an aerial photograph of the Tygh Valley area on which an alternate bridge and channel location for Tygh Creek has been sketched. The channel would have a trapezoidal cross section with a 40-foot bottom and 1½:1 side slopes, resulting in a total top width of 70 feet; only the 40-foot bottom width is shown on the drawing.

Early review and comments would be appreciated and would expedite the design of this crossing. If there are any questions about the submittal, feel free to contact Dick Lenz or Steve Macnab at 378-6569.

Very truly yours,

Victor D. Wolfe

Victor D. Wolfe
Location Engineer

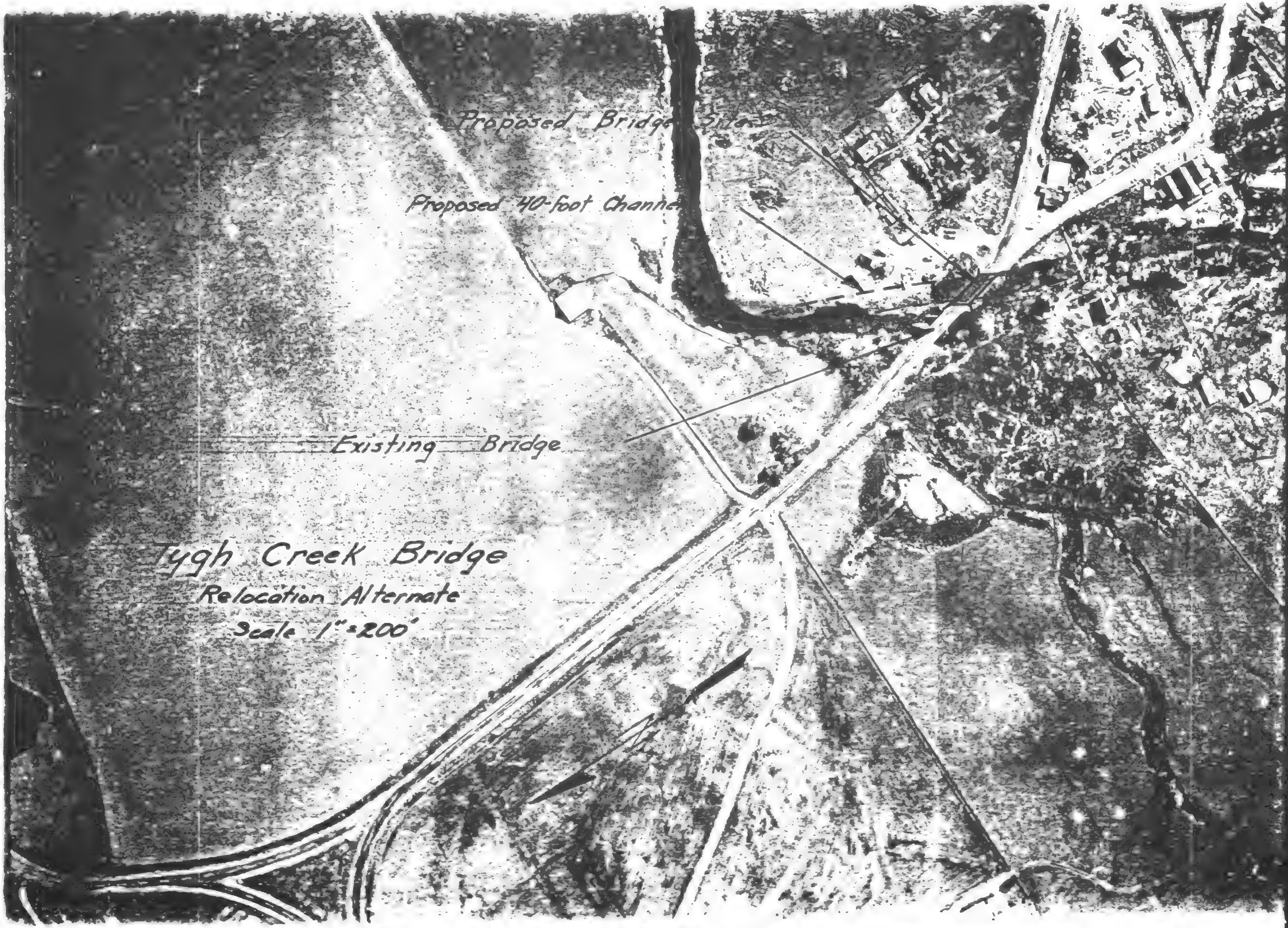
Attachment

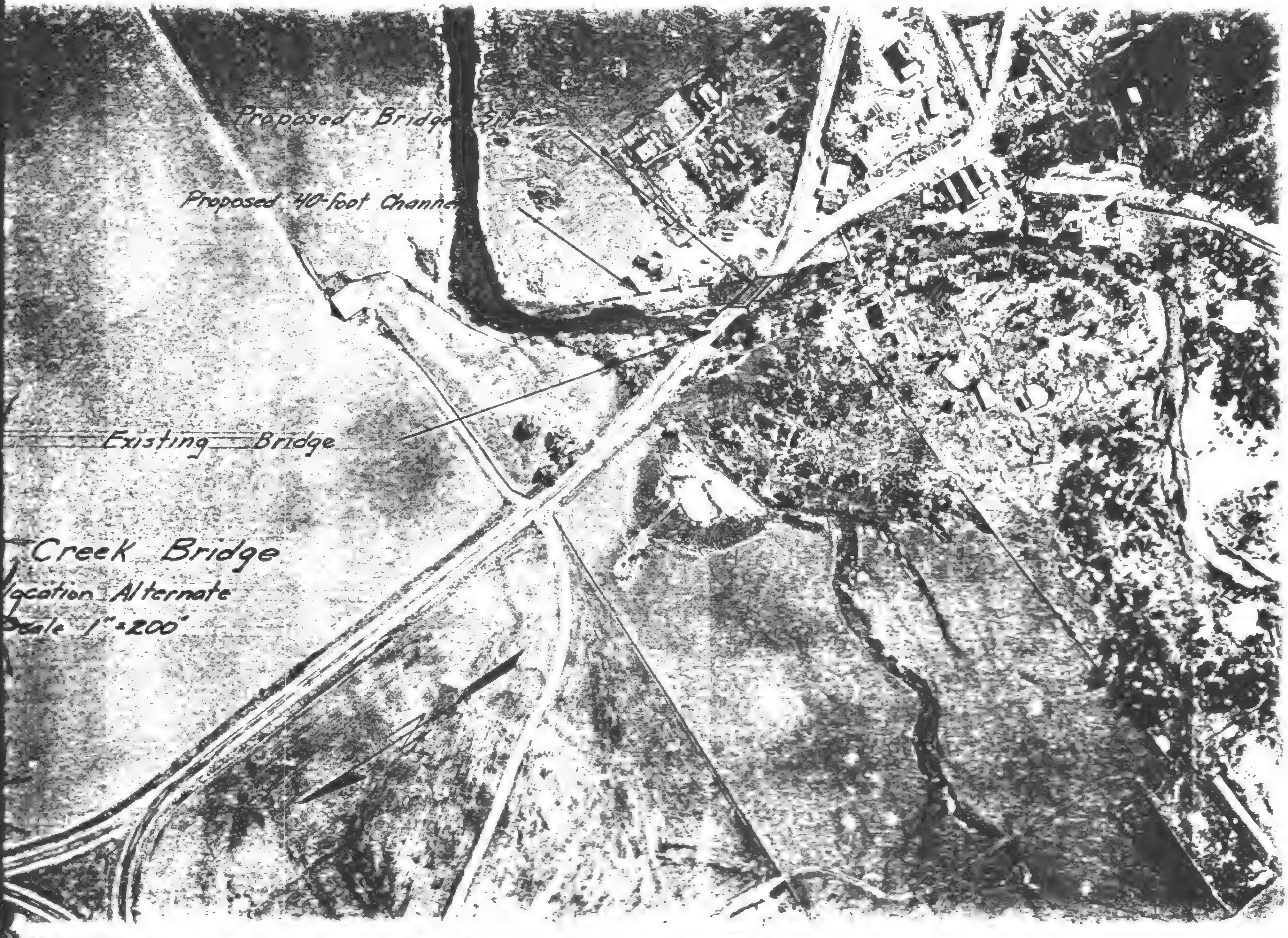
SHM: ko

cc Walter J. Hart
Carl Williams
Harold Reynoldson ✓
Dick Lenz

RECEIVED
COUNTY & CITY SECTION
JUN 21 1974
☑ ENGR. ☑ COOR. ☑ OE ☒ AE ■ UE
☑ UPE ☐ CE ☒ RE ☐ RPE ☐

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION


Proposed Bridge Site
Proposed 40-foot Channel
Existing Bridge
Tygh Creek Bridge
Relocation Alternate
Scale 1"=200'


Proposed Bridge Site
Proposed 40-foot Channel
Existing Bridge
Creek Bridge
location Alternate
Scale 1"=200'

(Form ER-2a)

## ORDER FOR FORCE WORK
## PERFORMED BY COUNTY FORCES

Order No. __________

F. A. Project No. __________ Date May 15, 1974

Highway Tygh Valley Rd. FAS 311

County Wasco Prefix __________ Account No. __________

---

**Description of Work To Be Done:**

The State will let a contract for a bridge. There will be no force account work

Location: Sta. to Sta. or MP. to MP.
13.23

**Estimate of Quantities and Costs:**

Bridge Contract $200,000.00

**Explanation:**

RECEIVED
COUNTY & CITY SECTION
MAY 24 1974
☐ ENGR. ☑ COOR. ☐ [illegible] ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

---

Submitted by: __________ Approved: D. V. Harwell

8094

3-18-74

**WASCO COUNTY**

**ER, January 1974 Storm Damage**

**(These bridges were damaged or destroyed by flood waters in January of this year.)**

**FAS 311:** **Tygh Creek (Tygh Valley Road) Bridge. Structure, $200,000.**

**Construct a reinforced concrete bridge with a 32-foot roadway. No sidewalks. Contractor to construct the approaches and connections. Contractor to remove and dispose of the existing bridge.**

FAS 709: Ramsey Creek (Dufur Mkt. Rd.) Bridge. Repair of bridge footing protection and channel. $4,000.

Erosion has exposed the bottom of the footings and has damaged the channel.

This project is to restore the protection for the footings for the bridge and repair and reline the creek channel. No additional right-of-way is required. Utilities are involved.

FAS 709: Fifteen Mile Creek (Dufur Mkt. Rd.) Bridge. Structure and approaches, $84,500.

Construct a reinforced concrete bridge with a 32-foot roadway. No sidewalks. Contractor to construct the approaches and connections, install guardrail, and place riprap. No additional right-of-way. Utilities are involved.

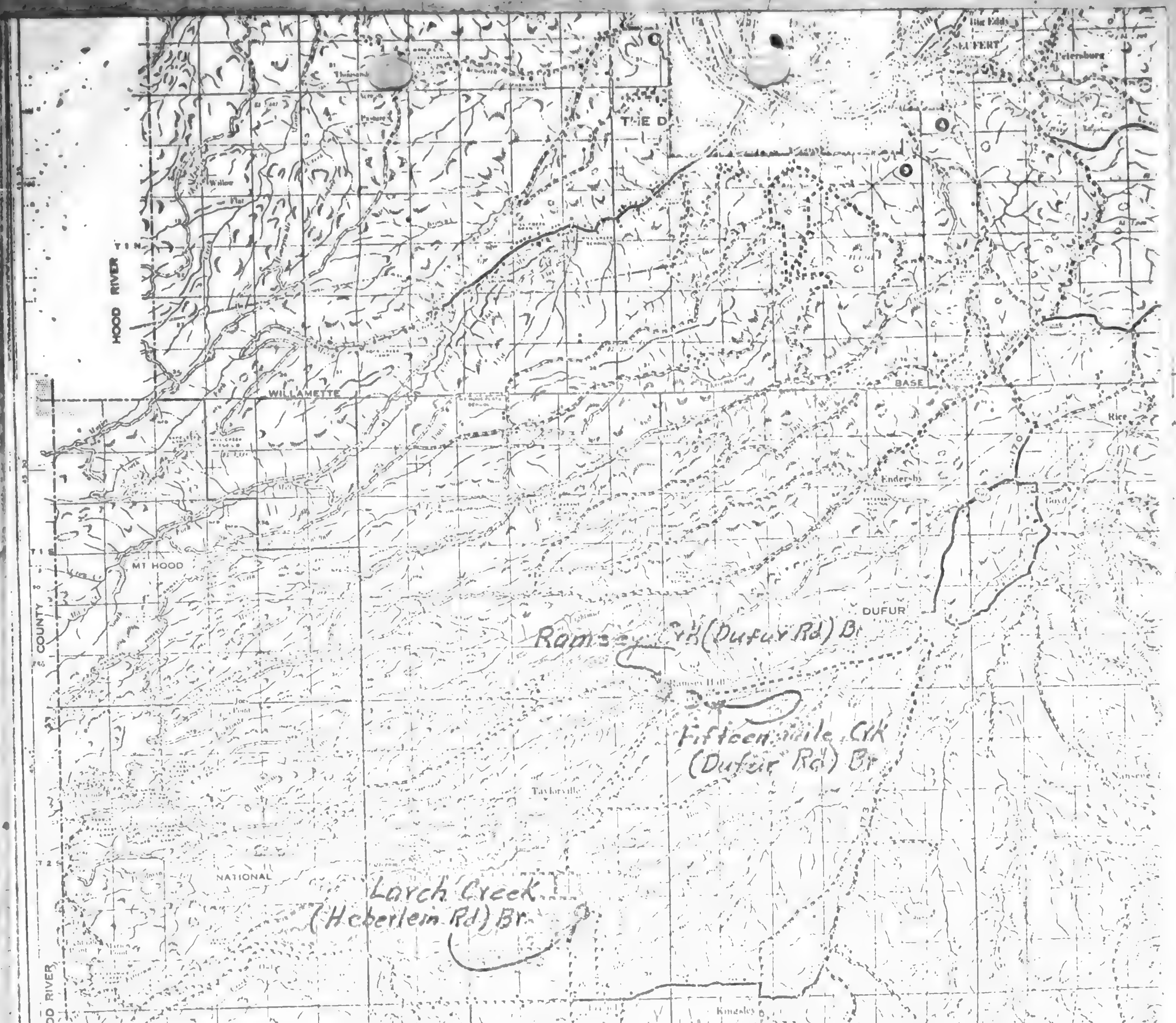
County will construct and maintain detour.

FAS 710: Larch Creek (Heberlein Road) Bridge. Structure only, $34,000.

Construct a reinforced concrete bridge with a 32-foot roadway. No sidewalks. Contractor is to construct the approaches and connections and construct and maintain the detour. No additional right-of-way.

NOTE: State to make survey and plans, award contract, and supervise construction on these projects.

74-a(ER)
3/18/74



THE D
Big Eddy
SEUFERT
Petersburg
HOOD RIVER
WILLAMETTE
BASE
Rice
Endersby
Boyd
MT HOOD
COUNTY
DUFUR
Ramsey Crk (Dufur Rd) Br
Fifteen mile Crk
(Dufur Rd) Br
Taylorville
NATIONAL
Larch Creek
(Heberlein Rd) Br.
HOOD RIVER
Kingsley
FOREST
Wasco County
"ER"
Jan 1974 Storm Damage
Tygh Creek (Tygh Valley
Rd) Br.

WASCO COUNTY
Wamic Road; FAS 311 Tygh Creek Bridge M.P. 13.23

REMARKS:

High water in Tygh Creek caused by heavy rain storms during the January 14 to 21, 1974 storm period resulted in severe scouring and undermining of the abutments and center bent of the bridge. Permanent work will be done as soon as authorized by FHWA and the project can be prepared for contract.

EXISTING FACILITY:

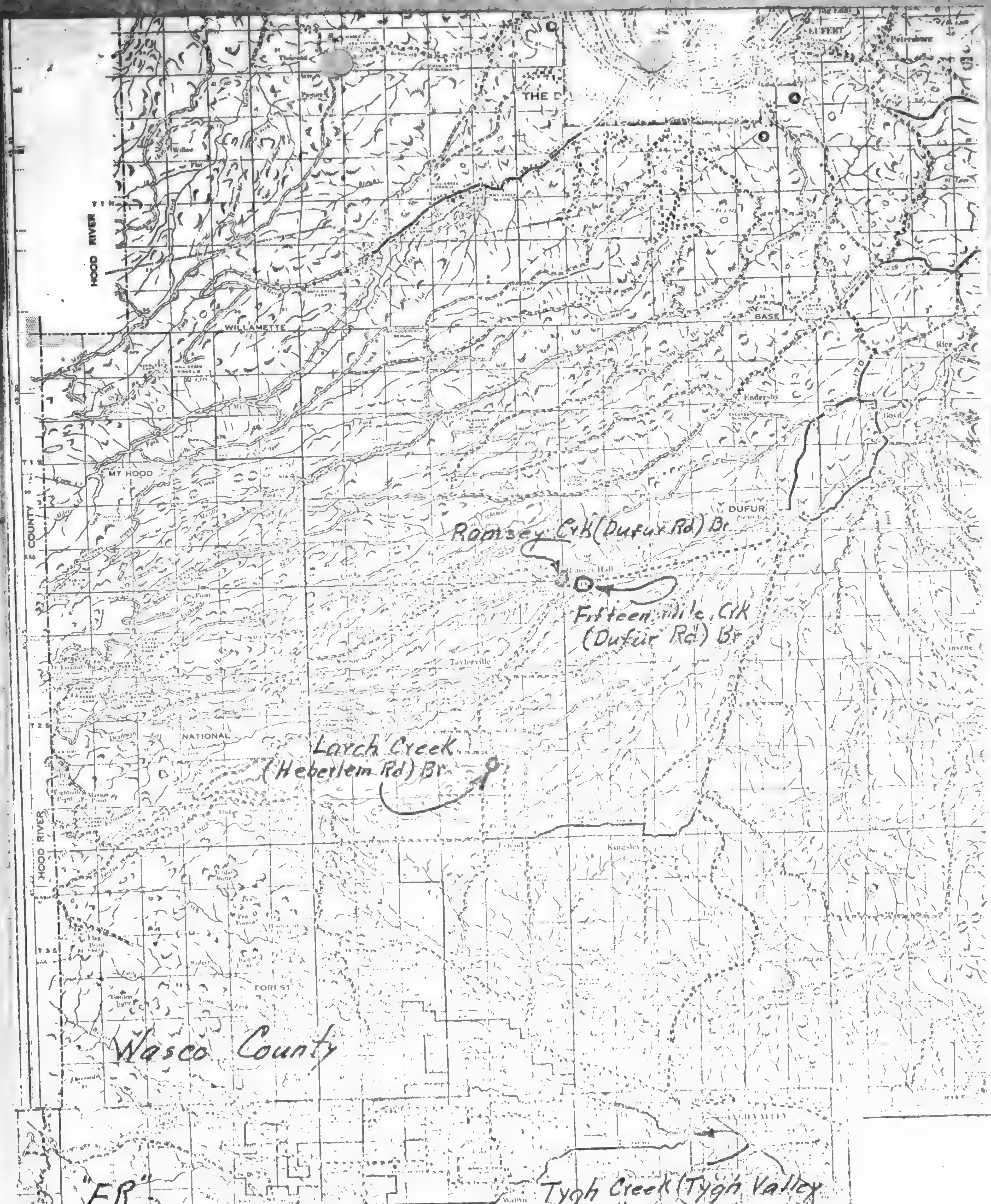
80-foot long two span concrete slab bridge 40 feet wide.

PROJECT DATA:

Replace damaged 80-foot concrete slab bridge with 40'x 100' prestressed concrete structure having 32-foot roadway, 5-foot sidewalk on one side and full, closed abutments. Raise approach grade to meet new bridge. The following estimate of cost envisions a regular contract for the work.

PERMANENT WORK:

Bridge contract - $200,000.



Ramsey Crk (Dufur Rd) Br.

Fifteen Mile Crk (Dufur Rd) Br

Larch Creek (Heberlein Rd) Br.

Wasco County

Tygh Creek (Tygh Valley Rd) Br.

"ER"
Jan 1974 Storm Damage

RECEIVED
COUNTY & CITY SECTION
MAR 8 - 1974
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ UE
☐ DPE ☐ CE ☐ RE ☐ BPE ☐

## COUNTY ROAD ~~FAS~~ ER PROJECT REQUEST

Name of County Wasco FAS No. 311 Date 2/28/74
County Road Name Tygh Valley Road 247
Section Name Tygh Creek
Type of Project Bridge
Location of Project (Attach sketch map) __________
ADT __________ Design Speed __________

Is this request for county bridge design only? Yes _____ No _____
county FAS bridge design? Yes x No _____
Will County hire consultant for this project? Yes _____ No _____
(If answer is Yes, then all aspects of PPM 40-6 must be observed.)

## I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type __________ Total Travel Width _____
(AC, Pug Cold Mix, Penetration Mat)

2. Shoulders: Type __________ Width Each Side _____
(AC, Pug Cold Mix, Oil Mat) Total Top Width _____

3. Grading & Drainage:
By County _____ County Date of Completion _____ By Contract _____

4. Bottom Base Course:
By County _____ County Date of Completion _____ By Contract _____
Has base design been given to County? Yes _____ No _____
Will it be furnished? Yes _____ No _____

5. Leveling Course:
By County _____ County Date of Completion _____ By Contract _____

6. Binder Course:
By County _____ County Date of Completion _____ By Contract _____

7. Traveled Surface & Shoulders:
By County _____ County Date of Completion _____ By Contract _____

8. Clearing:
By County _____ County Date of Completion _____ By Contract _____

9. Curbs:
Curbs Required? Yes _____ No _____
Type Desired (rolled, exposure, monolithic, special county standard, etc.)
____________________
Width between curbs __________

10. Pedestrian Walkway & Bicycle Trails
Are walkways or trails desired? Yes__________ No__________
If answer is No, which of the following applies?
Contrary to public safety_________ Cost excessive to need or use__________
Sparse population____________ Area exempt from bike law______________
What is desired width of trail or walkway______________ ft.
What type of surface treatment is desired______________________________
(PCC, AC, gravel, pug cold mix)

Will trail or walkway be contiguous to travel lane? Yes__________ No____________
What type of separation from roadway will be used?_________________________
(curb, guardrail, painted line, median)

Will trail or walkway occupy both sides of roadway? Yes__________ No___________
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes__________ No____________

12. Will replacement be by: County____________ Contract____________
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes____ No_____

14. Will County adjust structure to additional width? Yes____ No_____

15. Will adjusted width be standard? Yes_____ No_____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes_____ No_____

17. Does County wish sight posts installed? Yes_____ No_____

18. Does County wish State to permanently stripe project? Yes_____ No_____

19. Will County do striping? Yes_____ No_____

20. Does County wish guardrail installed? Yes_____ No_____

By County________ Contractor________
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes_____ No_____
By seeding and mulching Yes_____ No_____
By rock blanket Yes_____ No_____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes_____ No_____

23. Can through traffic be detoured? Yes_____ No_____

24. Must new detour be constructed? Yes_____ No_____

25. Will detour be constructed and maintained by County? Yes_____ No_____

26. Will detour be constructed & maintained by Contractor? Yes_____ No_____

27. Will County sign project outside work area during construction?
Yes_____ No_____

28. Will Contractor sign project outside work area during construction?
Yes_____ No_____

29. Should contract provide for permanent signing? Yes_____ No_____

30. Should State do permanent signing? Yes_____ No_____

31. Will traffic signals be required? Yes_____ No_____
If yes, give location and type desired_____________________________
_____________________________________________

32. Is project contingent upon other factors? Yes_____ No_____
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain_____________________________________________
_____________________________________________
_____________________________________________

Remarks re Section I:_____________________________________________
_____________________________________________
_____________________________________________
_____________________________________________
_____________________________________________

## II. BRIDGE PROJECT DATA

1. Name of river or stream Tygh Creek

2. Name of bridge Tygh Creek Bridge

3. Dimensions of existing bridge. Length 78 Roadway Width 20.1

4. Type of design and material used in existing bridge. Concrete
_____________________________________________
_____________________________________________

5. Location (please attach map with location marked):_____________________
Section 3 Township 4 South, Range 13 East, W.M.

6. Desired width of proposed bridge 32 Approx. length ?
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. **Are sidewalks desired?** Yes__x__ No______
**Upstream**_________ **Downstream**__x____ **Width**_________

8. **Does County wish a particular type of bridge design?** Yes__x__ No______
**(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.)**__Concrete________________

**(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)**

9. **Will County furnish any materials for bridge?** Yes______ No__x__
**Explain**______________________________

10. **Foundation Testing:** By County? Yes______ No__x__
By State? Yes__x__ No______

11. Will County close road during construction? Yes__x__ No______

12. Can presently established road be used as detour? Yes______ No__x__

13. **Must a new detour** be constructed? Yes______ No__x__

14. **Will detour be** constructed & maintained by County? Yes______ No__x__

15. **Will detour be** constructed & maintained by Contractor? Yes______ No__x__

16. Will County sign project outside work area during construction?
Yes______ No__x__

17. Will Contractor sign project outside work area during construction?
Yes__x__ No______

18. **Approaches** or Connections by County Yes______ No__x__
by Contractor Yes__x__ No______
**Traveled surface:** Type__Bit____ Width__20'____
**Shoulder surface:** Type__Gravel____ Width__4'____
**(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)**

19. **Are there any side approaches into main roadway within 200 feet of structure?**
**Yes**______ **No**______

**N.W. quadrant distance from structure**____20______
**N.E. quadrant distance from structure**__________
**S.W. quadrant distance from structure**____150______
**S.E. quadrant distance from structure**____150______

20. **Guardrail:** Desired on approaches or connections: Yes_____ No__x___
By County _______ Contractor_______
Right side only? Yes______ No______
Both sides? Yes_____ No_____
(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. **Existing Structure:** Remain in place? Yes_____ No_____
Use for detour? Yes_____ No_____
Removed by County? Yes_____ No_____
Removed by Contractor? Yes__x__ No_____
Salvaged by Contractor for County? Yes______ No______
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be:

By County? Yes______ No__x___
By Contractor? Yes__x___ No______

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes__x____ No________ Size___________
Company__Tygh Valley Water Company__________
b. Sanitary sewer mains: Yes________ No________ Size___________
Company_____________________________________
c. Storm sewer: Yes________ No________ Size___________
Company_____________________________________
d. Gas mains: Yes________ No________ Size___________
Company_____________________________________
e. Power lines: Yes________ No________ Size___________
Company_____________________________________
f. Telephone lines: Yes________ No________ Size___________
Company_____________________________________
g. Other Utilities:_____________________________________
_____________________________________

24. Does County wish provisions made for future utility attachment to structure? Yes__x____ No________

25. Does County wish lightpost bases and conduit installed?
Yes________ No__x_____

26. Does County wish complete job of illumination in project?
Yes________ No__x_____

27. Is project contingent upon other factors? Yes_______ No__x____
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

**If yes, explain:** ________________________________________

**Remarks re Section II:** ________________________________________

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes __x__ No ____
   By Consultant? Yes ____ No ____
   By County? Yes ____ No ____
   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes __x__ No ____

3. Construction plans and specifications to be prepared:
   By State? Yes __x__ No ____
   By Consultant? Yes ____ No ____
   By County? Yes ____ No ____

4. Does County desire center line to be permanently monumented as part of project? Yes ____ No __x__

5. Does County desire right-of-way to be permanently monumented as part of project? Yes ____ No __x__
   (NOTE: Right-of-way monumenting will necessitate special programming.)

**Remarks re Section III:** (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must he refunded to State.)

________________________________________

## IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum 60 Minimum 60

2. Is any additional right-of-way needed? Yes_____ No x

3. Should State prepare options? Yes_____ No x

4. Should State negotiate & acquire right-of-way in behalf of County? Yes_____ No x

5. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes_____ No x

6. Should material source site be included in right-of-way descriptions? Yes_____ No x

7. Is there any merchantable timber on right-of-way? Yes_____ No x

8. Will timber be reserved for owner? Yes_____ No x
   If removed by County or individual, must be done prior advertisement for bids.
   If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes_____ No x

10. Is a hearing necessary? Yes_____ No x
    (NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes x No_____
    If yes, give type and name of utility company: Deschutes Telephone Company, Maupin, Oregon

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes x No_____
    If yes, give type and name of utility company: Tygh Valley Water Company ?

13. Are utilities on existing right-of-way by permit x or by franchise_____
    (NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes_____ No x
    If yes, give name of irrigation company or district_____
    and dates between which water can be turned off: From_____
    To_____

15. Are there any railroad crossings? Yes_____ No x

16. Name of Railroad_____

17. Number of tracks: Mainline______ Siding______ Total______

18. Sight Distance: ________________ (Left) __________________(Right)

19. Number of Trains: Passenger____________ Speed___________
Freight______________ Speed___________

20. Angle of Intersection:______________________________________________

21. Type of Existing Crossing: Grade _______
Overcrossing _______
Undercrossing _______

22. Existing Protection:
Advance warning signs______ Automatic flashing______ Stop signs______
Crossbucks ______ Automatic bell ______ Gates ______

23. Proposed Protection:________________________________________________
______________________________________________________________________

24. Are there to be stopping lanes for buses and trucks, etc.
Yes______ No______

25. Will railroad crossing be altered: Yes______ No______
If yes, specify:_____________________________________________________

26. Traffic Control Signing:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes_____ No__x__
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____

28. Does County wish State to prepare P.U.C. hearing data? Yes_____ No______

29. Will P.U.C. application be made by State_______ or County______?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No__x__
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV________________________________________________
______________________________________________________________________
______________________________________________________________________

## V. MATERIAL SOURCES DATA

1. Gravel ____ Quarry ____ Cinders ____

2. Owner: County ____ State ____ Private ____ Other ____

3. Location: ____ Section ____ Township ____ Range ____ W.M.

4. If County lease, what are royalty payments? ____

5. Materials furnished by County: Borrow ____ Select Topping ____
   Base Course ____ Level Course ____ Mineral Agregates ____
   Location ____
   Miscellaneous Items ____

Remarks re Section V ____

## VI. FINANCIAL DATA

1. Estimated Cost: $ ____

2. Available FAS Funds $ ____

3. Does County wish advancement of future Federal funds? Yes ____ No ____
   Amount ____

4. Date match money is available ____

5. Will there be any 100% County money? Yes ____ No ____

6. Maximum amount of 100% County money available: $ ____

7. Date County requests letting: ____

Remarks re Section VI ____

UNUSUAL OR COMPLICATED CIRCUMSTANCES: ____

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By ____
County Judge ~~or Comm. Chairman~~

By ____
County Commissioner

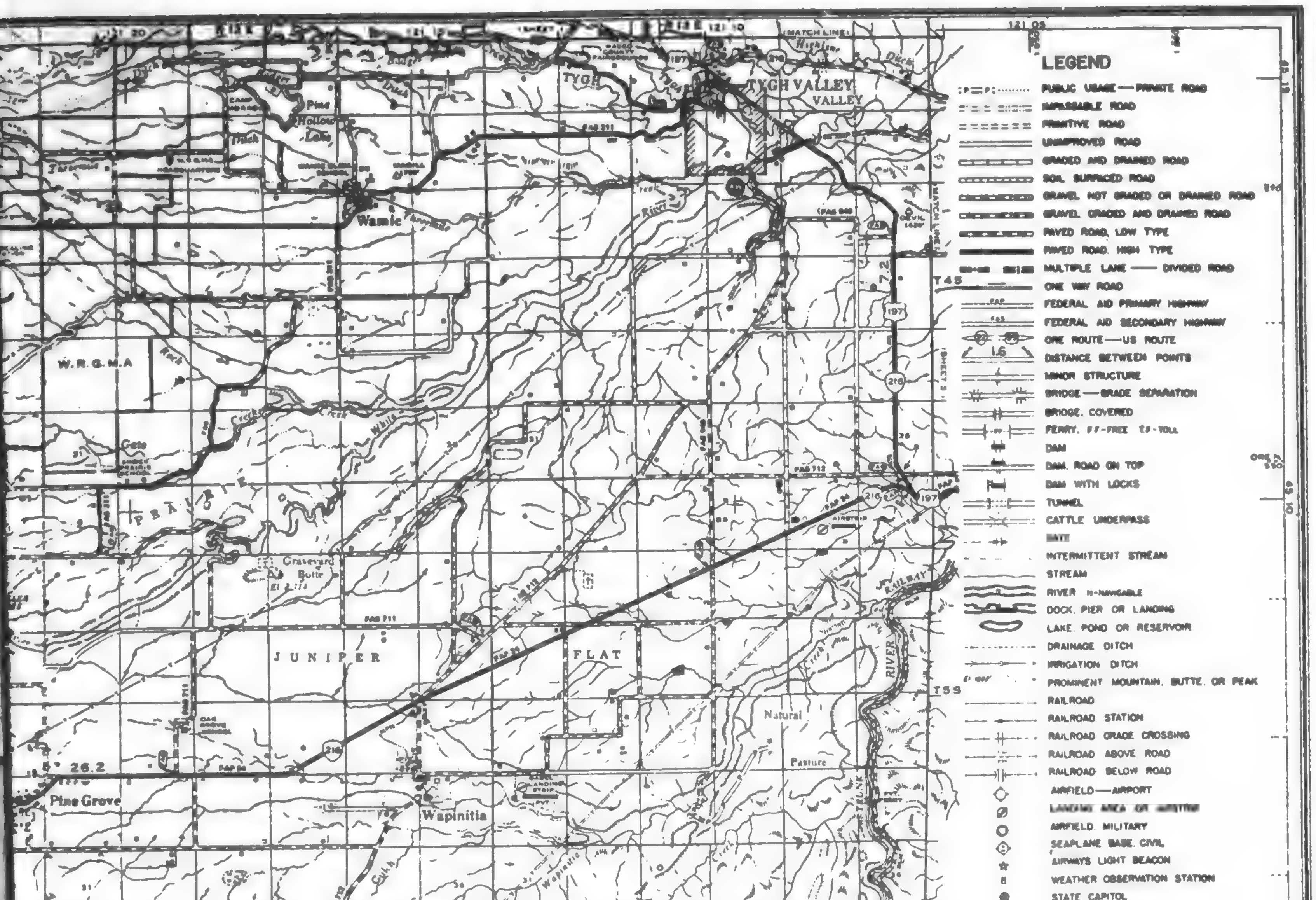
By ____
County Commissioner

By ____
County Engineer or Roadmaster

County Wasco
Date March 6, 1974

O.S.H.D. Field Engineer

Date 3-11-74



LEGEND
PUBLIC USAGE — PRIVATE ROAD
IMPASSABLE ROAD
PRIMITIVE ROAD
UNIMPROVED ROAD
GRADED AND DRAINED ROAD
SOIL SURFACED ROAD
GRAVEL NOT GRADED OR DRAINED ROAD
GRAVEL GRADED AND DRAINED ROAD
PAVED ROAD, LOW TYPE
PAVED ROAD, HIGH TYPE
MULTIPLE LANE — DIVIDED ROAD
ONE WAY ROAD
FEDERAL AID PRIMARY HIGHWAY
FEDERAL AID SECONDARY HIGHWAY
ORE ROUTE — US ROUTE
1.6
DISTANCE BETWEEN POINTS
MINOR STRUCTURE
BRIDGE — GRADE SEPARATION
BRIDGE, COVERED
FERRY, FF-FREE TF-TOLL
DAM
DAM, ROAD ON TOP
DAM WITH LOCKS
TUNNEL
CATTLE UNDERPASS
GATE
INTERMITTENT STREAM
STREAM
RIVER N-NAVIGABLE
DOCK, PIER OR LANDING
LAKE, POND OR RESERVOIR
DRAINAGE DITCH
IRRIGATION DITCH
PROMINENT MOUNTAIN, BUTTE, OR PEAK
RAILROAD
RAILROAD STATION
RAILROAD GRADE CROSSING
RAILROAD ABOVE ROAD
RAILROAD BELOW ROAD
AIRFIELD — AIRPORT
LANDING AREA OR AIRSTRIP
AIRFIELD, MILITARY
SEAPLANE BASE, CIVIL
AIRWAYS LIGHT BEACON
WEATHER OBSERVATION STATION
STATE CAPITOL
COUNTY SEAT
CITY OR LOCALITY
IN USE
NOT IN USE
FARM UNIT
DWELLING, OTHER THAN FARM
GROUP OF DWELLINGS
PUBLIC BUILDING, T-TOWNHALL G-GRANGE
SCHOOL
CHURCH
CEMETERY
FIRST AID STATION
HOSPITAL
RADIO STATION, WITH CALL LETTERS
POST OFFICE OR (•) ATOP ANY BUILDING
BUSINESS ESTABLISHMENT
FACTORY OR INDUSTRIAL PLANT
SAWMILL
GRAIN ELEVATOR
WAREHOUSE
STOCK LOADING PEN
POWER PLANT-HEATING PLANT-PUMP HOUSE
POWER SUBSTATION
TRANSMISSION LINE — PIPELINE GAS
WATER TANK — OIL TANK — GAS TANK
DISPOSAL D-DUMP S-SEWAGE I-INCINERATOR
ROAD MATERIAL STOCK PILE SITE
GRAVEL OR CINDER PIT — QUARRY
MINE
CAMP AREA OR LODGE
PARK OR CLUB
FAIRGROUNDS OR RACE TRACK
DRIVE-IN THEATER
MILITARY INSTALLATION
FOREST SERVICE STATION
OBSERVATION OR LOOKOUT TOWER
FISH HATCHERY
BENCH MARK
TRIANGULATION STATION
121 20
121 15
121 10
121 05
MATCH LINE
45 15
45 10
45 05
45 00
TYGH VALLEY
Tygh
Pine Hollow Lake
Wamic
W.R.G.M.A
Gate
Graveyard Butte
JUNIPER
FLAT
Natural
Pasture
Pine Grove
Wapinitia
26.2
RESTORED
AREA
Nena
Nena
DESCHUTES
RIVER
Shaniko Butte
Four Corners
RAILWAY
T4S
T5S
T6S
T7S
197
216

U.S. DEPARTMENT OF TRANSPORTATIO
FEDERAL HIGHWAY ADMINISTRATION

# INSPECTION REPORT

Balzer

| | | |
|---|---|---|
| REGION NO.<br>10 | REPORT ON<br>1974 Storm Damage | DIVISION<br>Oregon |
| DATE OF INSPECTION<br>3/4/74 | INSPECTION MADE BY<br>D. B. Csrter, Area Engineer DBCarter | PROJECT NO.<br>409.1 |

IN COMPANY WITH
See Reports

REMARKS

## WASCO COUNTY

## County FAS

Tabulated below is a summary based on field inspections by Federal Highway Administration, State and Wasco County personnel of the estimated cost of repairing flood damage to county FAS roads within Wasco County which is in a part of the State which has been declared a disaster area as a result of the disaster starting on January 14 and continuing through January 21, 1974.

| Site | Temp | Perm | Total |
|---|---|---|---|
| 1. State Route 182 (FAS 314) | 1,800 | 8,900 | 10,700 |
| 2. Dufur Market Road (FAS 709) | 3,640 | 85,000 | 88,640 |
| 3. Heberlein Road (FAS 710) | 2,000 | 34,000 | 36,000 |
| 4. Dufur Bypass (FAS 942) | 600 | 900 | 1,500 |
| 5. Dufur Market Road (FAS 709) | - | 4,000 | 4,000 |
| 6. Mill Creek Road (FAS 309) | 2,300 | 12,600 | 14,900 |
| 7. Boyd Road (FAS 310) | 500 | 4,100 | 4,600 |
| 8. Tygh Valley Bridge (FAS 311) | - | 200,000 | 200,000 |
| 9. Fifteen Mile-Fairbanks (FAS 369) | 300 | 4,900 | 5,200 |
| | $11,140 | $354,400 | $365,540 |

In connection with PPM 90-2, I have reviewed the flood damaged sites in Wasco County and find the work to be such that a negative declaration should apply to all ER work to be done in Wasco County. All work involves replacement of highway facilities within existing right of way and necessary flood proofing.

It is recommended all nine repair sites submitted be approved.

3/11/74
I concur

RECEIVED
COUNTY & CITY SECTION
MAR 12 1974
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

★ GPO: 1970 O-387-

FORM PR-33 (REV. 8-70) EDITION OF 7-67 MAY BE USED

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

# *Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 1, 1974

In reply refer to: 409.2

SUBJECT: Oregon ER Flood Damage Survey
Wasco County

FROM : R. W. Pillsbury, Asst. Div. Bridge Engineer

TO : Mr. G. K. Hossner, District Engineer B
Salem, Oregon

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MAR 12 1974
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At Dave Carter's request I inspected the Tygh Creek bridge at Tygh Valley. The bridge is on the north edge of Tygh Valley on the old highway (FAS 311) leading to the new bypass.

The bridge is an 80' long two span concrete slab bridge with the heavy parapets acting as edge beams. It was built in 1917. The 1964 flood washed out the center bent and caused the bridge to settle in the middle. The parapets each had a shear failure full length in addition to severe cracking of the slab in the center support area. The bridge was closed. The road, at that time, had been taken off the State system because of the new bypass and the damage was repaired under PL 875. It was determined that the best course to follow was replacement of the center bent which was done.

Plans are available for the original structure which show the abutments having one foot thick spread footings. At present this amount of the north footing is visible in the water. Obviously the footing is undermined, but the extent was beyond our ability to determine. The center bent, 1964 construction, also appears to be undermined. In addition, while we were inspecting the center bent a loaded logging truck passed over the bridge causing the silt near the footing to pump. This indicates that there has been severe scour and there is little support remaining under the bent.

Although the bridge is still in service it is my opinion that continued use or another high water will result in the complete loss of the bridge.

Repair of the undermined areas was considered. Grout pumping is not considered feasible. Excavation and pouring deeper footings would be possible as would driving steel piling and attaching them to the structure. Both these schemes would be expensive and would not solve the problem of the damaged superstructure that definitely should be replaced.

(more)

The crossing is on a bend in the stream and the bridge has a 60° skew. In spite of the skew, the stream still hits the bridge on a severe angle, which with the two short spans requires a bending of the flow. The current situation is not desirable from a hydraulics viewpoint.

We noted the superstructure had settled over the center bent. This settlement did not show in 1973 pictures of the bridge, but was measured and found to be about 4". This may or may not have been the result of the last flood.

In view of all these circumstances I recommend replacement of the structure with ER funds. This is a solution to improve the crossing hydraulically, replace an unsafe flood damaged structure and is the most feasible answer to the problem.

According to my calculations there is some 12000cfs to be handled. This should require a 100' long single span structure. I have figured an estimate based on box beams at $188,400 for a replacement structure. There is insufficient room to go any longer than 100' and at that the grade would have to be raised slightly to meet the new bridge. Realignment of the stream or road is not possible due to development at the site. Accordingly a 100' bridge and full, closed abutments was chosen as the best solution. With the revised roadway approach the total would be $200,000.

A copy of my rough estimate is attached.

R. W. Pillsbury

eb

# ESTIMATE

Tygh Creek
at Tygh Valley

2-28-74
RWP
1/1

Area - 140 square miles
Factor - 130
$Q_{50}$ = 12000 cfs

Flow would be no more than moderate - 10 fps
Height - 12' to bottom of beams x 100' span

Estimate 100' prestressed beam bridge, full abutments
32' roadway, 1 sidewalk, 40' o. to o.

Abutments

| | | |
|---|---|---|
| Resteel 360x200x45 | | |
| Ftgs - 2x8x3½x80x 1/27 | = 170 | = 32400 |
| Walls 2x16x2x80x 1/27 | = 190 | |
| Furn Piling 2x20x40 | 360 CY x 100' | = 36000 |
| Drive Piling | = 1600LFx5.50 | = 8800 |
| Mobil | 1600 x 2.00 | = 3200 |
| Excav 2 x 8 x 12 x 80 x 1/27 | LS | = 5000 |
| Box Bms 10 (100x4) | = 600 CY x 6' | = 3600 |
| Rail 2 x 100 | ea x 5000 | = 50000 |
| Ped rail 100 | 200 x 25 | = 5000 |
| Surf 100 x 32 x 1/27 | 100 x 20 | = 2000 |
| Riprap 1000 CY @ $10 | 125 SY x 8 | = 1000 |
| | | = 10000 |
| | | 157000 |
| | + 20% | 31400 |
| | | 188400 |
| | (or $47.10/SF) | |
| Adjust approach roadway and repave | | 11600 |
| | | 200000 |

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MAR 12 1974
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NOTED 3-14-74 Engr.

Form B-30 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

# AUTHORITY FOR SURVEY

Section Tygh Creek Bridge- Tygh Valley (Site #9)

Date February 21, 1974

Highway FAS 311

Authorization No. 9

County Wasco

Survey Prefix 533-1423-04
(Assigned by Salem office)

Description of termini, route, length, etc.: Tygh Creek Bridge, located at the town of Tygh Valley.

Length of proposed structure- 80± feet.

M.P. 13.23

RECEIVED
COUNTY & CITY SECTION
MAR 22 1974
☑ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

Purpose of survey: Wasco County has requested plans to be prepared for the replacement of a structure damaged by flood waters. Width of proposed structure-32 feet

Estimate of cost:

| | | | |
|---|---|---|---|
| Spec's | (921) | | 200 |
| Found Expl | (926) | | 500 |
| Field Survey | (901) | = | $~~1,542.20~~ 3250 |
| Plans | (905) | | 200 |
| Bridge | (906) | | 4,000 |
| Soils | (910) | | 100 |
| Hydraul. | (918) | | 500 |

E.R.

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $8,750

Previous authorization . . . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) . .

Requests made by:
Norman L. Oliva
Norman L. Oliva
Field Engineer

Recommended for Approval:
Regional Engineer

Recommended for Approval:
Location Engineer

Approved:
Assistant State Highway Engineer

SP*23604-734

OFFICE ENGINEERING SECTION

P. E. APPR.

FED. AID E.R. STATE ✓

Carte

EMERGENCY RELIEF PROJECTS - DAMAGE ASSESSMENT REPORT

**Date of Inspection** 2-13-74 **Disaster** Jan 14-21 Flood **Applicant** Wasco Co.

**Inspection Made By** R.W. Pillsbury w/ D. Carter, N. Oliva, R Kneistadt **Type of Work:** T - Temporary Emergency Work

| Road Name | System | M.P. | Photo No. | Type Work | Description and/or Materials | Quantity | Unit | Unit Price | Cost | |
|---|---|---|---|---|---|---|---|---|---|---|
| N Tygh Valley access<br>FAS 311<br>#823<br>Site #8 | FAS 311 | 13.23 | 1,2,3,4 | P | Replace Tygh Cr. structure | 4000 | Sq. Ft | $47 – | $188,000 | Replace da<br>bridge w/ 4<br>conc. struc<br>5' sidewalk<br>Full, closed<br>req'd whic |
| | | | | P | Raise grade to meet new structure | 1 | LS | LS | 12,000<br>$200,000 | Raise grad<br>bridge gra<br>be determi<br>design. |

SITE #8

RECEIVED
COUNTY & CITY SECTION
MAR 12 1974
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☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Carter

Form FHWA-6

## EMERGENCY RELIEF PROJECTS - DAMAGE ASSESSMENT REPORT

ction 2-13-74

Disaster Jan 14-21 Flood

Applicant Wasco Co.

Page 1 of 1

de By R.W. Pillsbury w/ D. Carter, N. Oliva, R Kneistadt

Type of Work: T - Temporary Emergency Work P - Permanent Repairs

| System | M.P. | Photo No. | Type Work | Description and/or Materials | Quantity | Unit | Unit Price | Cost | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| FAS 311 | [redacted] 13.23 | 1,2,3,4 | P | Replace Tygh Cr. structure | 4000 | Sq. Ft | $47 – | $188,000 | Replace damaged 79' slab bridge w/ 40'x100' prestr. conc. structure, 32' Rdwy, 5' sidewalk on one side Full, closed abutments req'd which raises cost. |
|  |  |  | P | Raise grade to meet new structure | 1 | LS | LS | 12,000<br>$200,000 | Raise grade to meet new bridge grade. Amount to be determined by final design. |

RECEIVED
COUNTY & CITY SECTION
MAR 12 1974
☐ ENGR. ☐ C&SR. ☐ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

FAS 311

# ESTIMATE

Tygh Creek
at Tygh Valley

2-28-74
RWP
1/1

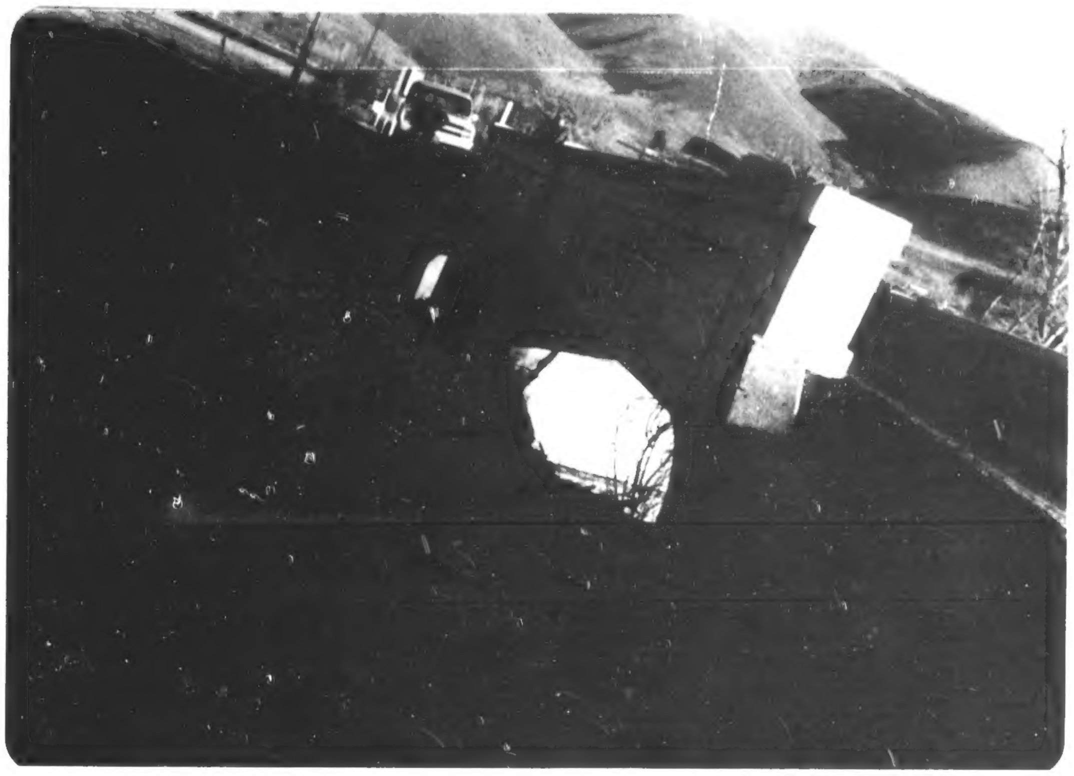
Area - 140 square miles
Factor - 130
$Q_{50}$ = 12000 cfs

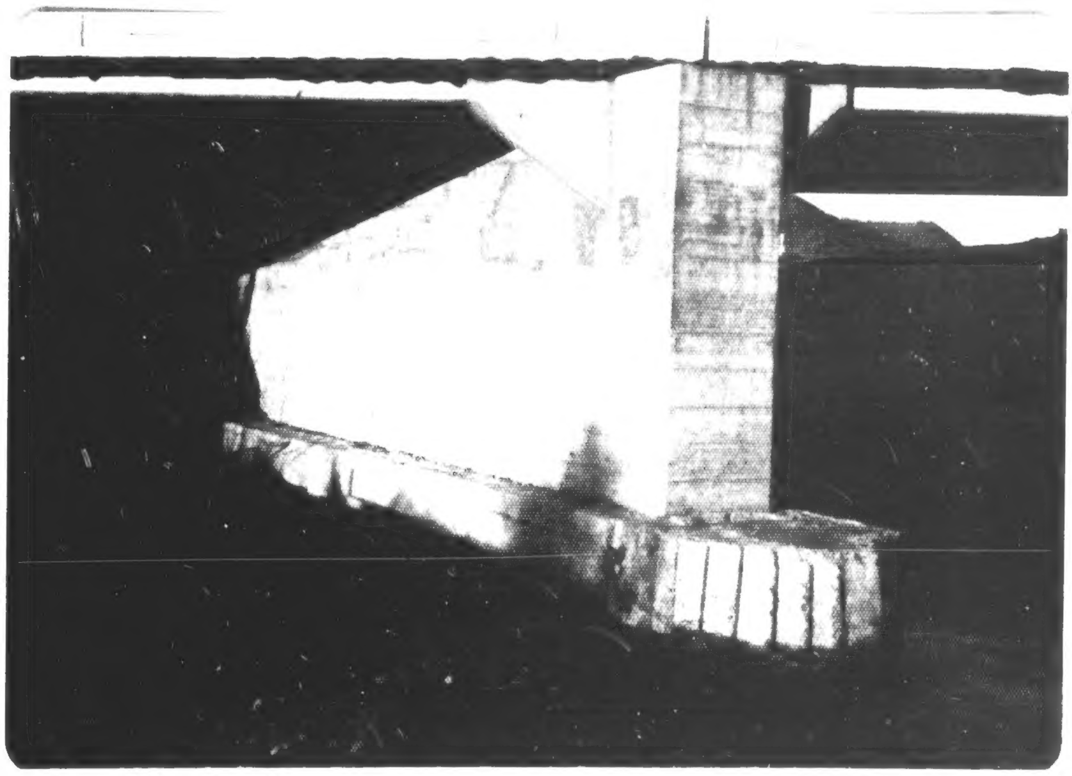
Flow would be no more than moderate - 10 fps
Height - 12' to bottom of beams x 100' span

Estimate 100' prestressed beam bridge, full abutments
32' roadway, 1 sidewalk, 40' o. to o.

Abutments

| | | |
|---|---|---|
| Resteel 360x200x45 | | = 32400 |
| Ftgs - 2x8x3½x80x 1/27 | = 170 | |
| Walls 2x16x2x80x 1/27 | = 190 | |
| | 360 CY x 100' | = 36000 |
| Furn Piling 2x20x40 | = 1600LFx5.50 | = 8800 |
| Drive Piling | 1600 x 2.00 | = 3200 |
| Mobil | LS | = 5000 |
| Excav 2 x 8 x 12 x 80 x 1/27 | = 600 CY x 6' | = 3600 |
| Box Bms 10 (100x4) | ea x 5000 | = 50000 |
| Rail 2 x 100 | 200 x 25 | = 5000 |
| Ped rail 100 | 100 x 20 | = 2000 |
| Surf 100 x 32 x 1/27 | 125 SY x 8 | = 1000 |
| Riprap 1000 CY @ $10 | | = 10000 |
| | | 157000 |
| | + 20% | 31400 |
| | | 188400 |
| | (or $47.10/SF) | |
| Adjust approach roadway and repave | | 11600 |
| | | 200000 |


Looking easterly. Note sag over center bent and shear crack in parapet.


Downstream end of center bent which is undermined.

STATE OF OREGON

Microfilmed Public Record

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Dot

Title of Record Series: Constructive Contract

Arrangement of Records: Construction Contract

Index:

INDEXING: Begins with 8073 Ends with: 8094

FLASH CARDS: cont. from reel 173

Remarks:

Reel No. 174 Reduction Ration 21 x Project No.

Camera: Name Bell & Howell Model File MasTER Film A H2L 16mm

CAMERA OPERATOR'S CERTIFICATE

I certify that I have on this 26 day of February 19 85 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file, with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that sample of film processed by this Service are periodically tested.

Signature Darlene Scarborough